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West Virginia
THE
Land Overlooked

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West Virginia
The Land Overlooked

by Joe Mitchell Chapple

SETTLED between the eras of colonial development and the subsiding rush to the Middle and Far West, West Virginia, long "the land overlooked," is today the land of promise. The wonders of West Virginia have in years past furnished a background for many a thrilling romance, but now this young state, which has just celebrated its fiftieth birthday, is taking its place in the front rank of American commonwealths.

West Virginia has more variety of climate, latitude and longitude considered, than has any other state. The last census registered a greater proportion of American born people living in West Virginia than in any other state. It has more blue grass territory than Kentucky; more coal than Pennsylvania and Ohio combined. Every variety of thermal and non-thermal spring bubbles within its mountainous borders. Since the time when the Indians first discovered their virtues, the White Sulphur Springs of West Virginia have been famous the world over. The trails and "deer licks" or salt springs and wooded hills and watered fields of West Virginia captivated the young surveyor, George Washington, when he made his first exploring trip from home up the South branch of the Potomac when scarcely sixteen years of age. In early manhood he surveyed Romney, nestling in the great Appalachian orchards, and today one of West Virginia's thriving and historic towns. Later in life Washington returned on a military expedition with Braddock through the beautiful West Virginia valleys to attack Fort Duquesne, where today Pittsburgh's skyscrapers and lurid smoke curtain skirt this storied river. The young Virginian, despite the tragic defeat and death of his commander, never forgot the beauty and charm of the scenes he traversed, and his vision of the future is today revealed in the majestic and splendid growth of the youngest state of the east. One of the last battles of the Revolution was fought on West Virginia soil at Point Pleasant. An appropriate monument for the historic spot was later provided for by Congress through the efforts of former Senator Nathan B. Scott, and thus this impressive shaft links West Virginia to the tradition of the thirteen colonies, although the commonwealth was the storm child of the Civil War.

But a movement for the creation of a new state from the Old Dominion began long before the fratricidal struggle. In early days the western part of the state was isolated frontier territory, and the sturdy pioneers had very little voice in the state affairs which the tide water counties controlled. The rift in the historic old colony was perceptible soon after the Revolution, when the sturdy farmers of northwestern Virginia were allowed only one vote against the three given the planters on the east shore of Virginia, and this after a bloody fight against taxation without representation. When the cleavage occurred, a clause in the Constitution provided that the new state should pay a reasonable proportion of state indebtedness according to the benefits accruing to the new state. This question was carried to the Supreme Court, who suggested that West Virginia should liquidate one-third of the state debt, al-

IN THE KNOBLIES, NORTHWESTERN TURNPIKE
A beautiful region in Hampshire County, West Virginia, famous for its fruits and fishing

though when the new commonwealth was launched, she did not have a public institution within her borders.

Within the borders of West Virginia have centered great dramas of national life. Her very mountains are bathed in the purple mists of romance, for it was the intersecting point of the great turnpike of trade between the west, north, south and east—the very axis as it were of the wheel of westward migration. The mountain ranges are the natural boundaries of West Virginia, and the curious shape of the state resembles a toad—the legs representing the east and west panhandles of the state, and the head dipping down into Kentucky, along the historic Big Sandy.

When West Virginia was created, with its twenty thousand square miles of coal lands, the Baltimore and Ohio railroad (which carried most of the troops from West to East during the Civil War) preferred to keep its right-of-way entirely within Federal lines. This request was granted. For this reason the state line dipping into Virginia was made to include Harpers Ferry, where John Brown's raid was made in 1859. Every mile of the Baltimore & Ohio Railroad open in 1857 west of Baltimore was located within the borders of the new Union state created in 1863.

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Following the railroad lines which thread the river levels, one can only begin to realize what an immense territory lies beyond, in the great uplands and valleys. Think of a state in which Randolph County alone contains 2,600 square miles, twice as large as the entire state of Rhode Island! One of the old "Shoe String" Congressional Districts was two hundred miles long, almost like a map of Chile. Until 1885 there were no north and south railroads, thus leaving great stretches of land completely isolated. About this time Hon. Henry Gassoway Davis and the late Senator Stephen B. Elkins began their immense railroad operations, and since 1888 more than fifty or sixty state millionaires have drawn princely fortunes from

the natural and logical development of West Virginia.

In traveling over West Virginia today the visitor is amazed at the wealth of natural resources concentrated here, yet overlooked in nearly three centuries of development. The greatest body of hard wood and poplar lumber standing in the country lies within the state. There are more than one hundred thousand farms in West Virginia, an unusual number, considering that the total population is only a million and a quarter people. This does not look as if coal mining in West Virginia was the only industry. For the past two decades, the development of the State has been so great that the railroads in million-dollar expenditures have not been able to keep pace with her needs and deserving. The welcome extended to newcomers has brought in millions of new capital, and the investments keep on accumulating as development is made. The Standard Oil Company in its early years was prominent in the development of the oil fields, furnishing pipe line transportation, and the romance of their development more than repeats that of Pennsylvania.

From the heart of West Virginia, coal is shipped by the acre in large barges down the Kanawha and Ohio rivers. When the Chesapeake & Ohio Railroad was completed in 1872, and the Norfolk & Western in 1890 in the Pocohontas and New River fields, West Virginia coal supplanted the famous Welsh coal which up to that time had been used almost exclusively by the United States Navy. As the largest producer of natural gas, the largest producer of white sand rock oil, and the largest glass producing country of the world, to say nothing of the pre-eminence of its gigantic clay and iron products, timber and agricultural resources, West Virginia is today a state of boundless possibilities and almost exhaustless resources.

The records at the capitol in Charleston, West Virginia, since December 31, 1862,

THE NORTHWESTERN TURNPIKE IN THE ALLEGHENIES
In Mineral County, West Virginia, along the Baltimore & Ohio lines

when Abraham Lincoln signed the act admitting the state to the Union, chronicle marvels of state development unequalled in the history of states. An amendment to the constitution with reference to slavery expressly exempted West Virginia from the effect of Lincoln's Emancipation Proclamation, which appealed to other border states, so that West Virginian slaves were not freed until some time later. The adroit and farseeing statesmanship of Abraham Lincoln was here manifested in his treatment of a great question. In 1863 the majority in Congress that gave Lincoln the needed support came from the border states, Maryland, Kentucky, Delaware, Missouri and West Virginia. In the Reconstruction days the development of West Virginia was necessarily slow, but from Pennsylvania and Ohio and even far western states came the young man, keen, vigorous and ready to labor for her development.

Fifty years of amazing progress in West Virginia gives a new significance to her motto, "*Montani Semper Liberi*," meaning "Mountaineers always freemen." There is something in the environment and in the rugged scenery of the state that gives its people the freedom-loving spirit of the Swiss. The semi-centennial commission appointed by Governor Glasscock through Mr. Stuart F. Reed, now Secretary of State, made an astounding showing of what this young state has accomplished in five decades. State pride in West Virginia was awakened by this event, and Mr. Reed designed a map that reveals at a glance in a most startling and graphic way the strategic importance of West Virginia as compared with any other state of the Union. A circle with a radius of two hundred and fifty-five miles makes West Virginia the center of all the markets laved by the waters of the Atlantic and the Great Lakes to the north. Within this

IN THE WEST VIRGINIA WOODS
A scene near Camden on the Gauley, Nicholas County, a region famous for its forests, hunting and fishing

circle is located the capital of the nation and twelve of the world's great cities.

It has often been stated that West Virginia is the most northern of the southern states and the most southern of the northern states, the most eastern of the western states and the most western of the eastern states. This epigrammatically depicts the incomparable location of the mountain commonwealth.

Threading the mountain slopes and valleys of this state, eighty steam and electric railroads cover over six thousand miles of trackage and show an assessed valuation of two hundred millions of dollars—a snug budget for an infant commonwealth. Four splendid inland rivers, the Big Sandy, Great Kanawha, Little Kanawha and Monongahela, all having modern locks and dams under Uncle Sam's supervision, provide the most economic method of transportation of coal from the very shafts of the mines and the very heart of the state's great natural resources to the markets of the world. Many streams, tributaries to the Ohio, wash her western boundary and sweep on to the great industrial centers of the north, south and middle west. On the north, but a few hours distant, lie the Great Lakes; on the east it is only a hundred miles to tide water. This map is thoroughly impressed upon the mental vision of every scholar in the six thousand schools of West Virginia.

BEAUTIFUL SECOND-GROWTH PINE
In Webster County, West Virginia, along the Baltimore & Ohio lines

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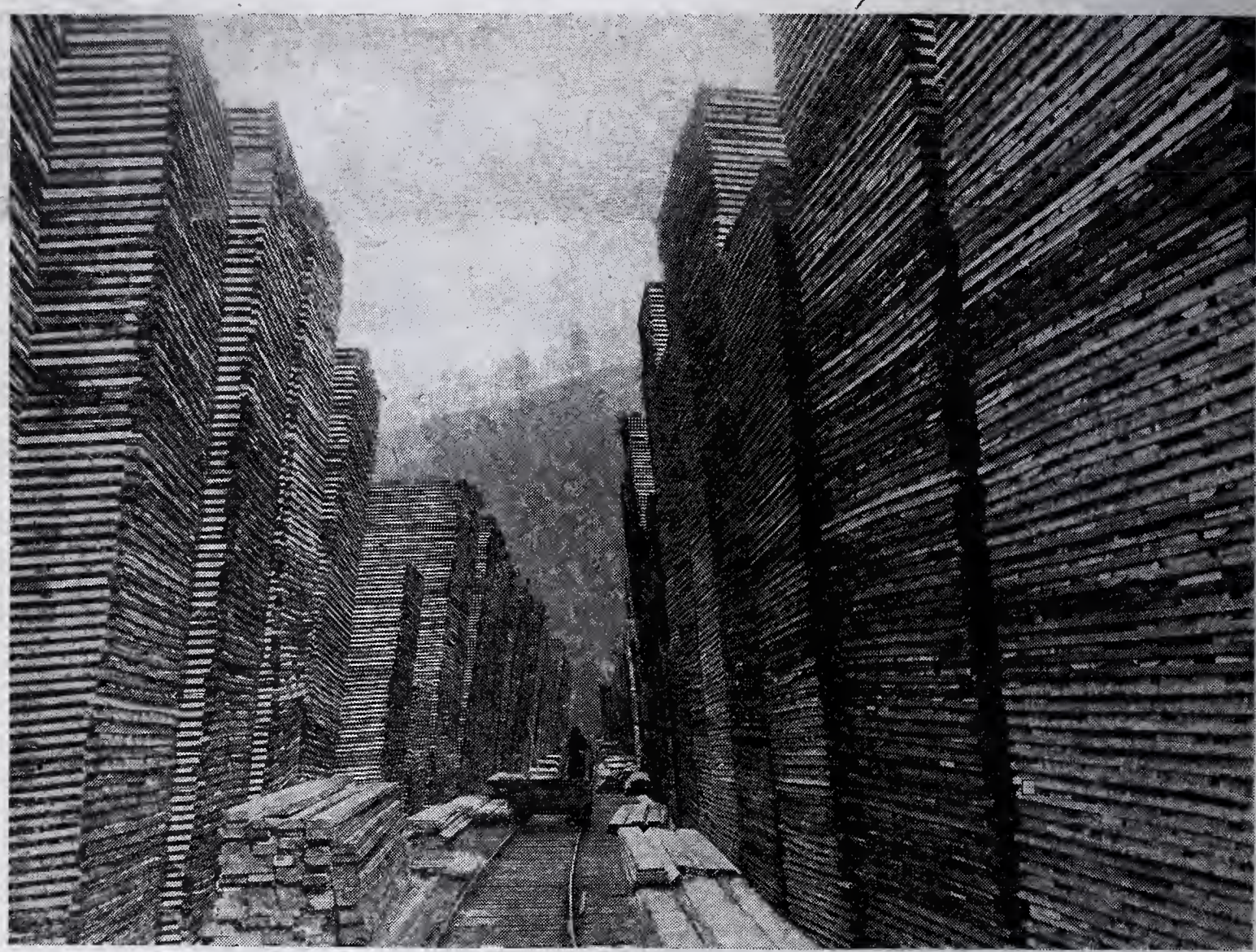
The year 1707 does not seem so very long ago as a date in Colonial history. It was then that the first white man, John Lederer, located in West Virginia. The Morgan cabin in Berkeley County was built in 1727. The first governor of the state, A. I. Boreman, lived to see it levy the lowest average tax rate of the forty-eight states in the Union. Mere figures are difficult to comprehend, but when one realizes that the assessed wealth of West Virginia in 1912 was more than a billion dollars, with a state tax of only two and one-half cents on one hundred dollars

valuation, it looks as if many of the problems of older commonwealths had been solved in distributing the burden of taxation. More than three hundred thousand pupils were enrolled in the West Virginia schools, and with thirty-two thousand miles of turnpikes and country roads, the initiation of the great nation-wide movement for good roads has been actually begun in West Virginia as a statehood proposition. The value of farm products in 1910 was more than $71,000,000, exceeding the value of coal $52,000,000 and of lumber $15,000,000, while oil and gas production crowding close on $31,000,000, rounded out a total of nearly a quarter billion of products. These figures simply show the remarkable aggregate of products obtained in West Virginia and seem like dealing with astronomical calculations.

Even a few days' tour through West Virginia emphasizes the fact that many of the popular estimates of this wonderful young state are erroneous. To think that the reputation of a commonwealth can be determined by the difficulties of adjusting the relations of capital to labor in two small coal creeks is absurd. The real solidity of West Virginia is personified in Governor Hatfield, himself a descendant of sturdy mountaineers, who hails from the southern part of the state, and who with a strong grasp held in check dangerous labor troubles when Federal interference was proposed. Governor Hatfield went among the miners, got his evidence at first-hand, and showed the humanity and fairness needed, soon making employers and employees realize that to obey the law was their best policy. The expense and danger of further military intervention was avoided. As I stood talking to the governor in his office at Charleston, he showed the documentary evidence on which he based those firm and sweeping decisions which brought peace out of chaos.



SOME OF WEST VIRGINIA'S LUMBER PRODUCTS
Amid the mountains are pyramids of lumber and lumber products, turning the forests into gold

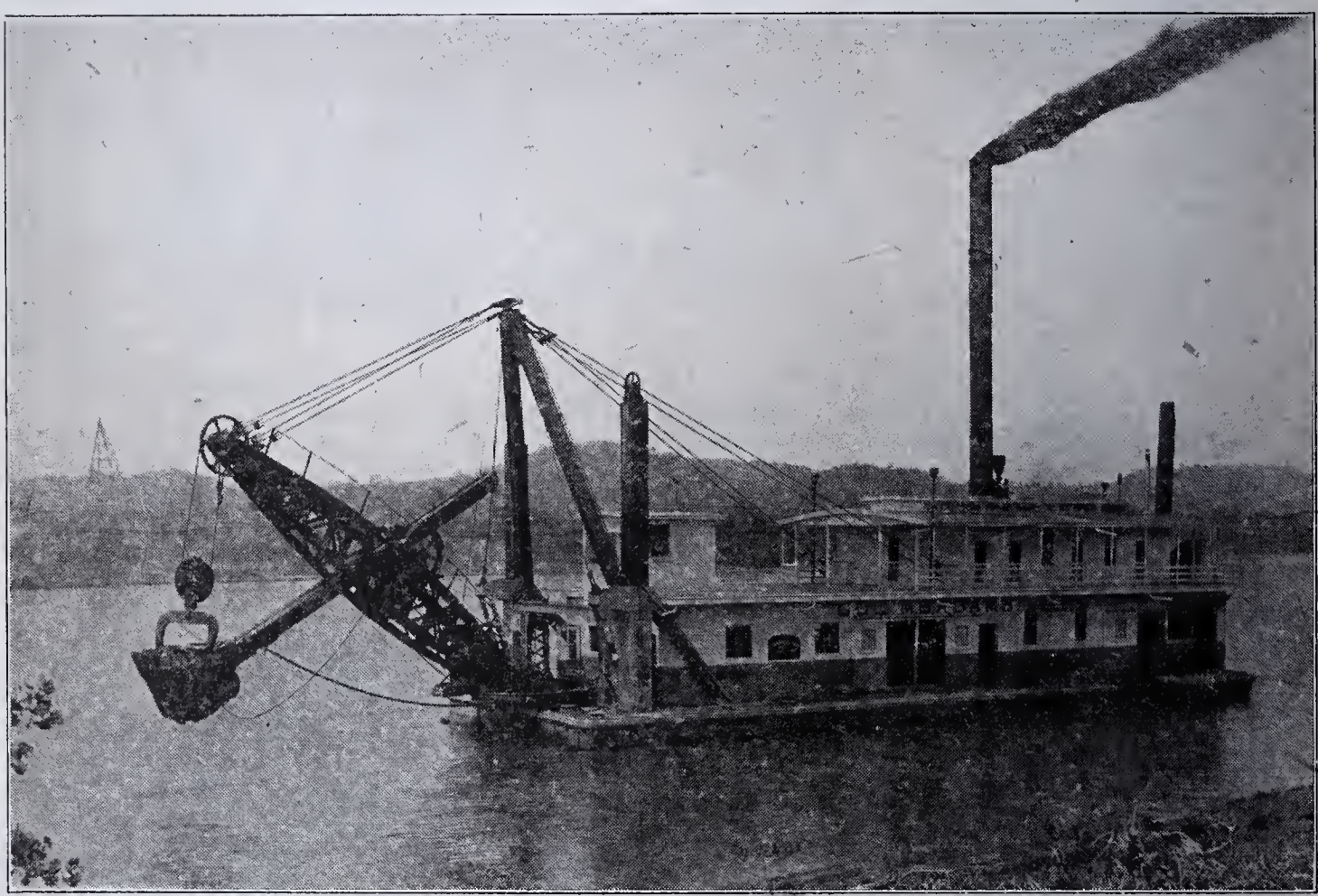
West Virginians are patriotic. It was West Virginian founders who took the native ore from their mountains and made the cannon balls with which Commodore

A FAMILIAR SCENE ON THE POTOMAC, WEST VIRGINIA
A remarkable view, which is the same upside down

SCENIC VISTAS UNEQUALLED ON TWO CONTINENTS
Are presented on every hand in West Virginia

Perry defeated the British fleet on Lake Erie. In that same battle Captain Elliott, a former Wheeling boy, commanded the Niagara, to which Perry transferred his flag when his own vessel, the Lawrence, was disabled by the British fire and at the mercy of her antagonists. Captain Chadwick, a Morgantown boy, commanded the flagship New York when the Spanish fleet went down at Santiago. Bounded on the north by Pennsylvania, on the west by Ohio and by Virginia, the mother-state, on the east, West Virginia is a natural blend, a composite, as it were, of American initiative and enterprise, and the natural development of the state is only to be compared with the splendid and sturdy development of its citizenship. Think of traversing one county where six million fruit trees are in leaf and blossom! The South Branch orchard country is a revelation in fruit production. The cheap and free lands of the west enabled the railroads to expend a million dollars for advertising in the east with cheap tourist rates to tempt farmers to go West. Since then the prairies have been converted into wheat and corn fields, the valleys into orchards, and the western states have gained population heavily and steadily at the expense of the East. But today men find conditions that are bringing back some of the wayfaring ones who wandered west. In close proximity to markets, West Virginia fruit growers possess especial advantages over their competitors. Is it any wonder they are going back to find the very climate especially fitted for growing peaches and apples, and other conditions favorable to fruit growers such as do not exist in any other section of the country?

Here one realizes that West Virginia is "The Land Overlooked," for in all parts of the state nature has given with a most lavish hand. Lying east of the Alleghany Range, which acts as a barrier to storms from the west—especially the late, cold waves that sweep the plains and valleys of the Middle West in the early springtime—at elevations of from 900 to 2,000 feet above sea level, one finds a soil adapted to all kinds of fruit, especially peaches and apples. No section of the country offers better opportunity for the man with small capital to invest.



ONE OF THE RIVER DREDGES BUILT AT HUNTINGTON, WEST VIRGINIA

In the little town of Romney, the county seat of Hampshire, rich in historical memories; in Moorefield, the county seat

of Hardy; and in Petersburg, the county seat of Grant, there are located prosperous wood-working plants, and around them poultry raising and fruit farming have been developed to a greater extent than in almost any other section of the country. In Hardy County lie great iron beds, close to mouuntains of limestone formation, while a few miles westward the coal fields of the Alleghanies combine to make the production of iron easier and cheaper than in any other place in the world. It is impossible to portray in words the fascination of the South Branch Valley as the train rushes along and reveals prosperous farms, while beyond the purple mountain tops lie mines of inestimable wealth.

MOUNTAIN TOP THREE-YEAR-OLD PEACH ORCHARD YIELDING $250 PER ACRE

The story of the railroad development in West Virginia has all the fascination of a romance of the rail. The records as related by Hon. Henry Gassoway Davis, former United States Senator and candidate for Vice-president, show West Virginia originally an impassable hill and mountain state, unexplored and sparsely settled, but with a people determined to join the world in railroad development. In early days before there were two Virginias, it was the western part of the state that joined with its neighbor Maryland in assisting in the construction of the first railroad in the New World. The old National Pike which ran between Baltimore, Cumberland, Maryland, Uniontown, Pennsylvania, and Wheeling, West Virginia, was the first method of communication between West Virginia and the eastern coast, freight being hauled by trains of the old Conestoga wagons. The rates for transportation then would make the Interstate Commerce Commissioners nowadays stand aghast.

As far back as 1827 the legislature of Maryland passed an act to incorporate the Baltimore & Ohio Road, which was begun on the 4th of July, 1828, with the Ohio River as the objective terminal point. Consequently the soil of West Virginia was the first to feel the impress of a transcontinental railroad undertaking. Harper's Ferry was reached in 1834, at which time began the great struggle to cross the mountains. Not until 1836 was Wheeling definitely agreed upon as the western terminal, and not until 1852 was the road completed to that point on the Ohio River—making good the name of the railroad, Baltimore & Ohio. The lines united at Roseby Rock on the soil of West Virginia, and the wedding of the Ohio River and the Chesapeake Bay was made the occasion of a great celebration.

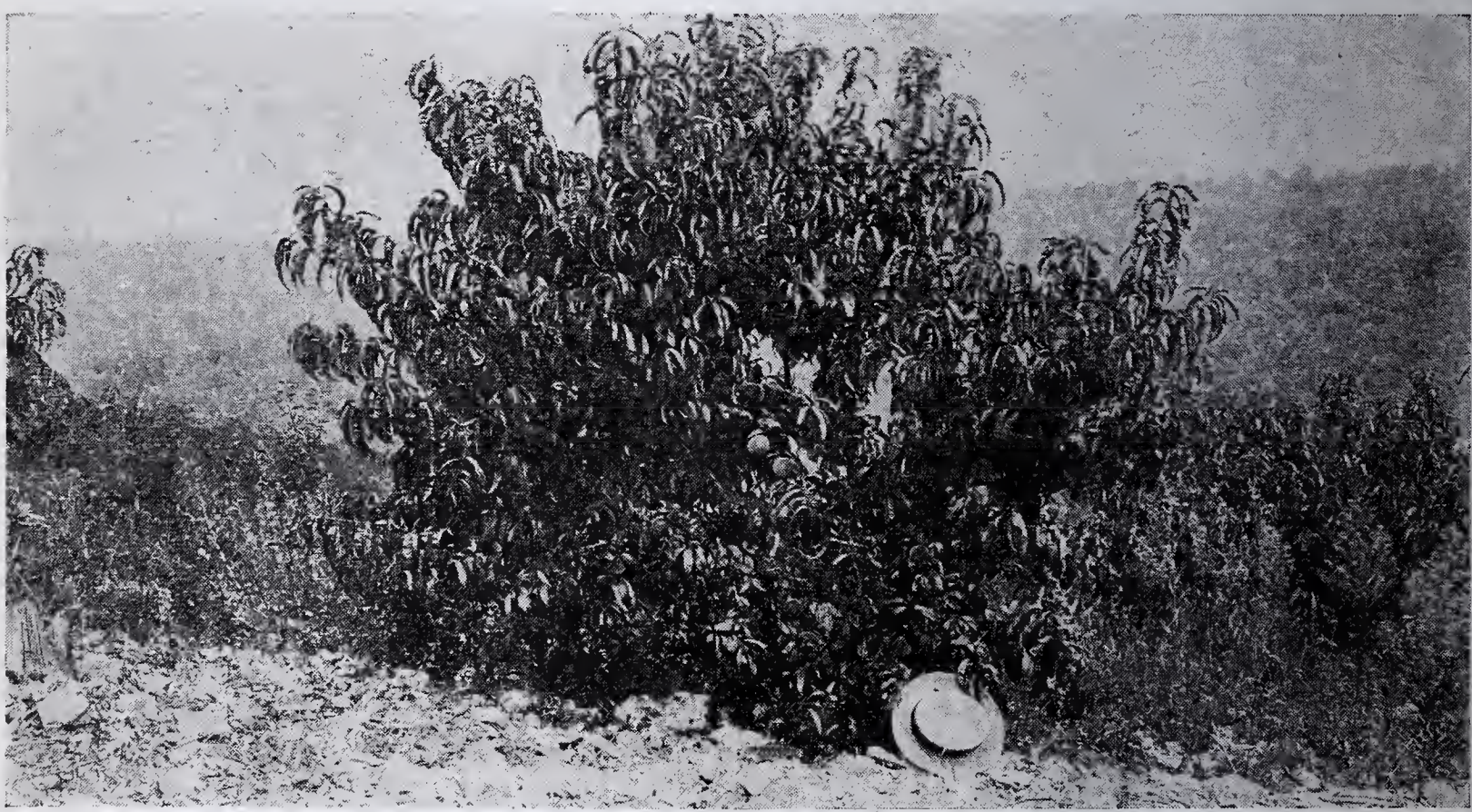
As pointed out by Senator Davis, a

very small percentage of the traveling public ever stop to consider the difference between the swiftness and convenience of the trains of today and the stagecoach of not many years ago. No one would dream of going from San Francisco to New York in a prairie schooner to keep a business engagement—prairie schooner trips are now a memory of a remote past and the wagons are only found in Wild West shows and museums.

Senator Davis also calls attention to the immense manufacturing possibilities of the state, with its cheap fuel, coal and gas. "New railroads will have to be built," he says, and the cost of building and maintaining a railroad in such a mountainous country as West Virginia requires an immense capital. He insists, however, that capital will be forthcoming when the laws of supply and demand warrant new lines, and this time is not very far distant. As long as the railroads prosper, so will the state, and the reverse of this statement is equally true.

Making good roads in West Virginia no longer depends upon debating societies and "resoluting" conventions. A practical advance toward better highways has been made in West Virginia, so that millions of dollars will be saved on the transportation of products, to say nothing of increased development. The importance of good roads in promoting better health, better schools and better farms, and the fact that unimproved roads are an important cause of the increased cost of living are plainly set forth in West Virginia. Through a system recently installed, giving each county a section of highway to build and maintain, rapid improvement of these highways is assured.

United States Senator W. E. Chilton has made good roads the one great hobby of his life, and already a highway is being constructed through West Virginia that will connect the city of Washington, the scene of Lincoln's immortal achievements, with Harden County, Kentucky, the place of his birth. This will mean good highways across the Alleghenies. What monument could seem more appropriate to the memory of Lincoln?



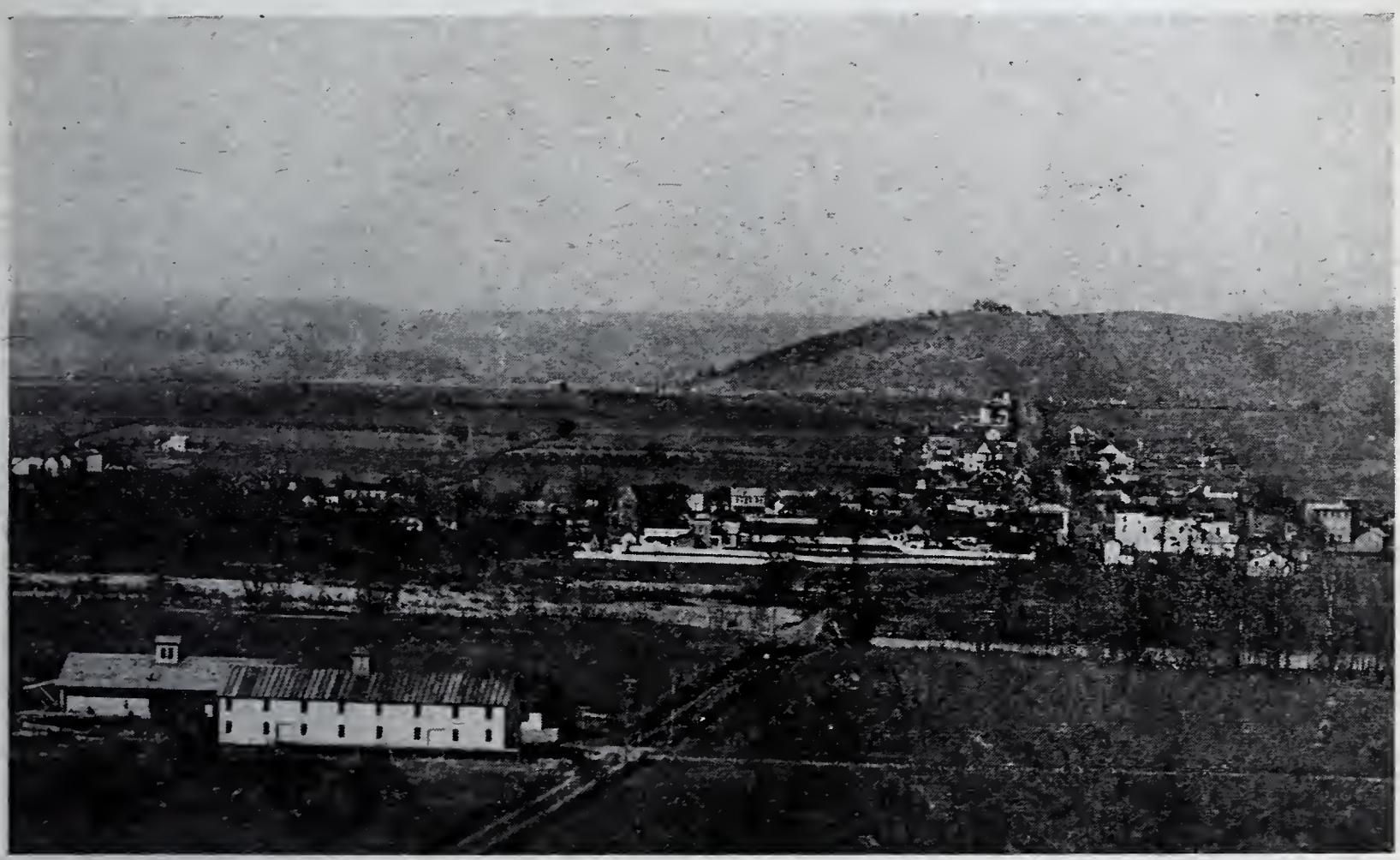
A THREE-YEAR-OLD PEACH ORCHARD ON CHERT LAND
Covered with fragmentary limestone rock, but producing peaches of superior size, color and flavor

Although the first telephone line was built in West Virginia in 1879, yet the state today is threaded with a telephone system reaching to its most remote parts. This feature of West Virginia is quite in keeping with the general progress that follows commercial development. West Virginia's first long-distance wire was constructed in 1894, and today, not ten

years later, messages from all parts of West Virginia to the commercial and business centers of the world, flash night and day over the wires, thus keeping the isolated mountains in touch with the financial centers of the metropolis.

* * *

In an article recently published by Mr. Roy Benton Naylor, Secretary of the West Virginia Board of Trade, he insists that the best assets of West Virginia are in the commercial organization of the state. The West Virginia Board of Trade has for its object the general advancement of the state, and its membership includes men in all branches of business. Its list of former presidents is a veritable roster of leading West Virginians; Hon. John J. Cornwell, the present president of Romney, has been very active in pushing forward all West Virginian interests. Through the State Board of Trade all organizations of the state work in harmony. They have attracted new enterprises involving the investment of millions of dollars, and have greatly improved railroad facilities. Among associations that have an active civic spirit are: Bluefield Chamber of Commerce; Charleston Chamber of Commerce; Clarksburg Board of Trade; Fairmount Chamber of Commerce; Grafton Board of Trade; Huntington Chamber of Commerce; Keyser Board of Trade; Mannington Board of Trade; Martinsburg Board of Trade; Morgantown Board of Trade; Moundsville Board of Trade; New Martinsville Board of Trade; Parkersburg Board of Commerce; Richwood Board of Trade; St. Albans Board of Trade; Salem Board of Trade; South Branch Board of Trade; Weston Board of Trade; Wheeling Board of Trade; Williamson Board of Trade; West Virginia Live Stock Association; Sheep Breeders' and Wool Growers' Association; Dairy Association; Poultry Association; Horticultural Association, and the West Virginia State Grange.



PETERSBURG, THE COUNTY SEAT OF GRANT COUNTY, WEST VIRGINIA
And the beautiful valley surrounding it

Besides the general organizations indicated in this list, most of the cities in the state have retail merchants' associations working for the particular interest of the community at large, while at Montgomery, Point Pleasant, Wellsburg, Keystone, Hinton and Elkins these associations are doing the work indicated, which usually falls to the Board of Trade or Chamber of Commerce in any city. An inter-county organization known as the South Branch

Board of Trade was organized in 1911, and gives special attention to the great fruit section called "The Land Overlooked." Memberships from the three counties of Hampshire, Hardy and Grant are included in this organization.

On the mountain ridges of West Virginia and along the banks of the mountain streams are thousands of acres of virgin giant oaks, hickory and maples and the famous yellow poplar and black walnut. These giants of the primeval forests have reached maturity undisturbed, furnishing a variety of forest reserve not known in any other eastern state. One authority has stated that the first sawmill built in West Virginia was located in the valley of the Potomac as far back as revolutionary times, but, for a century after, little was done toward the development of the lumber business. Small sawmills have been operated in West Virginia for two hundred years, but there still remain millions of acres of primeval forest. In 1910 over a billion and a half of lumber was cut in West Virginia, which included a production of more chestnut and cherry timber than that of any other state. The forest industries have brought into the state a large number of wood-working and collateral industries.

In the lumber camps is nurtured the sturdy, self-reliant mountaineer hardiness reflected in the spirit of the state.

Many romantic stories are told as to the discovery of oil. An amusing incident is taken from an ancient record. In 1807, on the Great Kanawha near Charleston, several salt wells were established and there was difficulty in striking the salt. After many vexatious failures one planter left some darkies working at a well, giving them instructions to keep on digging until they "struck salt or reached hell." They kept on digging while the planter went to visit in a neighboring town. Post-haste came one of the darkies, his eyes rolling. "Massey, Massey, we struck it." "You mean you struck salt?" asked the planter. "No," was the reply, "we struck hell, and she am afire with the flames of Lucifer." In digging for salt they had struck gas, which had ignited and formed a vivid conception of the lower regions, according to the darkey conception of the place of torment.

At first the gas was considered a nuisance and the oil was used only for medicine. Later it was used for lamps and workshops. The real value of gas was discovered along the Little Kanawha. A number of Parkersburg men who had abandoned the salt project secured large paying quantities of oil instead, and gas was utilized. The romance incident to all oil developing sections of the country was experienced in West Virginia. Hundreds of thousands of barrels of oil were shipped, floated and rafted to Parkersburg, and from there sent on to market. During the war General Jones of the Confederate Army destroyed about three hundred thousand barrels of oil at Burning Springs. The revival of the oil development came immediately after the war, and in 1872 the start was made toward keeping the statistics. The Fairview Oil Fields were opened in 1890 when the famous "Copeley" well was drilled in Lewis County and opened a new territory in Gordon Sand.

In 1910 nearly twelve million barrels of oil were produced, and with the oil came bubbles of natural gas instead of salt, and when the gas was first used for manufacturing purposes in 1843, it realized a vision of the future which had lain dormant for one half a century.

Since the first colonists migrated to America, the American people have been at heart hunters and anglers. The wild life found on the American continent has furnished a theme for many an entrancing tale, and in these later days when the hostile Indian is no longer in evidence and the needs of the people supplied by the domestic meats, the hunting spirit of the people has lapsed. A century before the big game hunting in the Rocky Mountains, West Virginia was recognized as the great hunting ground of the men of the eastern coast.

Nearly all the large game has been exterminated except the Virginia white-tailed deer and black bear. The mammoth elk of early days has vanished, and the records show that in 1753 the now extinct buffalo were roaming in large herds over the state.

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Some poet has called West Virginia the birthplace of rivers which find their source

in the lofty mountain peaks and wind their way through the forests to the Atlantic Ocean on one side and the Gulf of Mexico on the other. One thing for which West Virginia is noted in modern geography is its navigable rivers. In traveling through the mountains one can find hundreds of species of fish in the streams and lakes, and the scenery in these regions surpasses even the entrancing beauty of Switzerland. Is it any wonder that the West Virginian takes pride in his home state as an ideal vacation ground?

SOUTH BRANCH VALLEY AS SEEN FROM ROMNEY WEST VIRGINIA
Showing peach orchards on the mountains

In the early days of the republic many a sturdy colony started to find homes in the new lands west of the Alleghenies. Among them there were but few who stopped in West Virginia, for it was remote from the regular turnpike and the intrepid spirit of pushing on and on under the magnetic spell of the western sun was irresistible.

Agriculture as shown by recent statistics is the one great resource of the state for present and future development. In one district of the state alone nearly six million fruit trees are ready to blossom next year. Thrifty farm development has taken place along the fertile lands of Moorefield, while the blue grass lands of Greenbrier and Monroe Counties have become famous for their high-class saddle and driving horses and their short-horned cattle. Of the fifteen million acres of land in West Virginia there are only about five million that can be put under the plow, and five million more that can be plowed but very little, being used for orchards and pasturage, which leaves about five million that cannot be profitably used for farm cultivation. West Virginia has more broken surface than any state in the Union, with elevations reaching from three hundred feet to five thousand feet, and the great variety of soil to be found in a virgin state which is always fertile is the basis for the belief that a million farms will some day be the pride of the state.

The temperature and rainfall in all parts of the state have been thoroughly studied from accurate records and are found to be equally as variable as the surface of the state. The winds blow largely from

the southwest, occasionally from the northwest, but very rarely from the east. Cyclones and hurricanes are unknown. The climate is healthful and invigorating. What more can you picture for ideal farm life?

Nearly all kinds of grain, fruits, tobacco and grass have been profitably grown, as the climate is favorable for their cultivation. Up to 1860 nearly eighty per cent of West Virginia's population was on the farms. Agriculture developed from the cradle, scythe and sickle to the modern methods of farming that pay good profits. A steady and substantial increase in farm development is recorded each succeeding year, but the full possibilities of agriculture in West Virginia have not been fully realized until recent years.

Under the direction of Mr. Howard E. Williams of the State Department of Agriculture, and with the Agricultural Department at Washington at hand, the future of West Virginia's agricultural resources will make a showing in the next few years that will be nothing short of startling, for the basis is there for an unparalleled growth. The peach and the apple are the chiefly grown fruits, but plums, grapes, cherries, pears and berries of all kinds grow in lavish quantities. The native wild fruits of West Virginia include blackberries and dewberries, and growing along the glades of Pocahontas and in many other counties are the natural cranberries. The pawpaw and persimmon are native products, and West Virginia knows how to handle the pole to get the persimmon. Despite the tremendous development of the agricultural resources of West Virginia, more than six million dollars' worth of vegetables are imported into the state. This shows something of the extent of the home market offered to the successful farmer. Along the Ohio River are millions of acres of available land suitable for truck-gardening, and in all parts of the state are many hundreds of tomato canneries.

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Capital and labor have always been attracted to West Virginia, and many general notions growing out of the fragmentary reports of the recent hearing of the United States Senatorial committee have done a great injustice to the state at large, creating impressions that are entirely erroneous concerning the actual conditions throughout the commonwealth. While there are labor disturbances in small and isolated sections, the state as a whole has furnished a record of what could be done when labor and capital pull together for the common welfare.

Years of prospecting were required to locate the bodies of ore. The West Virginia coal used by the village blacksmith by the side of the road in the early centuries has now become famous the world over as smokeless coal. As far back as 1835 an account of the Appalachian coal fields was published by Dr. S. P. Hildreth of Marietta, Ohio. The production of coal in West Virginia starting with the modest figures of less than half a million tons in 1863, is rapidly approaching the hundred million mark.

The superior quality and variety of West Virginia coal has long been known and conceded in the fuel markets. The production of petroleum and natural gas and coal forces the suggestion that West Virginia is today the "great fuel state" of the Union. The vast measures of her coal fields have long ago attracted the attention of eminent capitalists interested in future development. It was the coal fields of West Virginia that fascinated the late Henry H. Rogers when he built the great tide water railroad from the mountains to the coast at Norfolk at the hazard of losing his entire fortune. The analysis of Pocahontas coals shows that they have the columnar structure, are soft, low in volatile matter, ash and sulphur, and are generally known as "smokeless coals," unexcelled for steam and general fuel purposes and especially prized by naval ships all over the world. The New River coals are of much the same fine quality, and it is only a matter of time when adequate railroad facilities will make the tremendous coal production of West Virginia greater than that of any other state in the nation. These coals, on account of their high fuel value and resistance to pulverization in transportation and handling, as well as their small loss of fuel value in storage, have built up a market for "Kanawha Splint."

In the person of Dr. I. C. White, state

HAMPSHIRE COUNTY APPLE ORCHARD. CROPPED $500 WORTH TO THE ACRE

geologist, West Virginia has one of the most noted scientists in the country. He seems to have a genius not only for describing, but for accurately locating the various stratas in West Virginia. He is enthusiastic in the tremendous research involved in tracing back to volcanic disturbances and following out the geological formations accurately. He is responsible for the statement that West Virginia contains more bituminous coal than Ohio and Pennsylvania put together, and that Virginia and Maryland might be thrown in for good measure. He points out the fact that three hundred millions of high-grade iron ores are located in the state, to say nothing of an immense amount of limestone unexcelled for its purity. This lime is of a high grade and is used for every purpose for which lime is utilized. Two-fifths of all the natural gas produced in the United States comes from West Virginia.

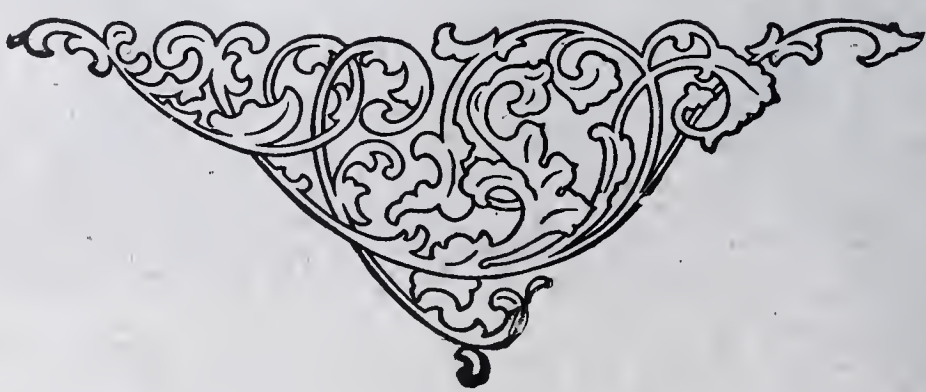
West Virginia brick clays and shales are beyond comparison, and the beauty of building stones, marble and granite have not begun to be realized. The millions of feet of lumber that still cover the mountains of West Virginia have been looked upon as one of the great bodies of virgin timber remaining. Dr. White has laid especial stress upon the natural resources of climate, soil and landscape in West Virginia. He points out that a state located as this in the very heart of the Appalachian plateau has for years been the strategic point of easy development of all the lands on the Atlantic Coast.

The immense deposits of glass sands have made West Virginia one of the greatest glass manufacturing states in the Union, and this geological formation crops out in other counties where developments have never been made. More varieties of sandstone, especially adapted for building purposes, are found in West Virginia than any other state. These building stones cover a wide area and are becoming very popular in the construction of new public buildings in all parts of the country.

* * *

In the history of natural gas development salt wells are shown to be the logical forerunners of the gas and oil development. The lack of efficient labor and of transportation facilities is the only limitation placed on the state's iron, lumber, mineral, industrial and agricultural development. Large quantities of iron ore are found in the counties east of the Alleghenies which, according to Dr. White's prediction, will some day be the source of remarkable development. The quality of West Virginia's petroleum surpasses that of any produced anywhere else in the world. The list of counties producing oil include over a score, to say nothing of the myriad productive gas wells distributed over the state in thirty-three counties.

To talk with Dr. White in Morgantown makes one realize that there is very little information in connection with geological West Virginia that is not at his tongue's end. There is almost nothing in bituminous coal that West Virginia does not possess within her borders. Dr. White has visited every section of the coal measures of West Virginia and has analyzed all of the various products. He believes that the coal fields of the South will soon surpass those of the North, and no one can travel over the coal fields without catching his spirit of enthusiasm.



Thriving Cities of West Virginia

by The Editor

AT the geographical apex of the state of West Virginia is Wheeling, an industrial center of world-wide fame. Rudyard Kipling's resonant lines on the cities "full of pride" might well have been applied to Wheeling:

> "Challenging each to each—
> This from her mountain side,
> That from her burthened peak,"

While but little over three square miles in area, Wheeling has a population approaching fifty thousand. Surrounding and adjacent to Wheeling there are many thriving and prosperous towns, and when the annexation plans under consideration are carried out, Wheeling will be a city of the hundred thousand class.

Seven years before the Declaration of Independence was signed, three brothers dwelt on the Main Street hill of Wheeling, then known as Fort Henry. This site was the scene of the last battle of the Revolution, when an unsuccessful attack was made by a force of British and Indians upon the fort. It was at that time the head of navigation on the Ohio River, and for years the terminus of the old national road, which was the most important avenue of commerce over the mountains. In the early days here a steady stream of teams and wagons passed during the day, carrying the commerce now handled by railroads from east to west at an ox-team pace.

The first road to cross the Allegheny Mountains was the Baltimore & Ohio, with its western terminal at Wheeling. In 1795 the town proper was established, although the charter for the state was not secured until 1836.

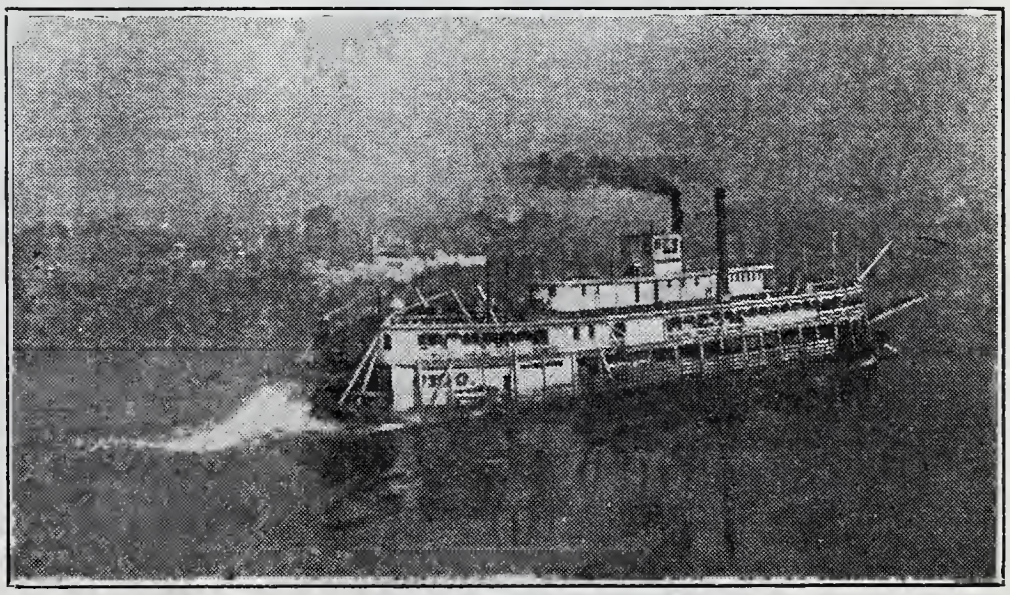
During the Civil War Federal loyalty centralized at Wheeling, where in 1861 the first convention of delegates from the loyal counties met and inaugurated negotiations and action which resulted in the creation of the new state of West Virginia in 1863.

It was most appropriate that the fiftieth anniversary of the state should have been so elaborately celebrated in Wheeling, where statehood had its birth. Originally Wheeling was the capital of the state, but in 1870 Charleston became the capital. Five years later the seat of state government was again returned to Wheeling, and not until 1885 did Charleston permanently become the capital.

Wheeling has long been recognized as the strongest financial and industrial center of West Virginia, and, in fact, the mere mention of West Virginia inevitably suggests the city of Wheeling.

Surrounded by a well-developed farming district with hills and valleys carpeted with the green of growing crops, no wonder that the resident of Wheeling is enthusiastic when his city is mentioned. Recognized for many years as the chief commercial city of West Virginia, with its marvelous development of varied industries, the thriving metropolis located in the beautiful Ohio Valley justly looks forward to a magnificent future, for industries find here advantages in location not only because of cheap fuel and other supplies, but because of unexcelled transportation facilities.

A few years ago you could not contem-



OHIO RIVER STEAMER LEAVING WHEELING FOR PITTSBURGH

plate buying nails without thinking of Wheeling. Here steel, tin plate and tobacco products have multiplied. The steel manufactures began in the first two decades of the past century, attracted by the same advantages offered new industries today—cheap fuel and fine transportation facilities. Five large plants of the United States Steel Corporation and a number of other large independent concerns such as the Wheeling Steel and Iron Company, the Whitaker-Glessner Company and the La-Belle Iron Works, turn out an immense value of products every year. The new million dollar sheet and tinplate plant, backed by local capital, is the pride of West Virginia. When the first glass was made in West Virginia in 1821, the industry in the United States was in its infancy. From a small beginning the glass industry of Wheeling now turns out wares worth eight million dollars annually.

BIRD'S-EYE VIEW OF WHEELING FROM THE OHIO HILLS

Where is there a man using "the weed" brought to civilized mankind by Sir Walter Raleigh who has not heard of the famous Wheeling stogie? Nowhere on earth does anything taste better in the tobacco line than the Wheeling stogie in Wheeling. It originated seventy years ago, and over one hundred and sixty million of these quaint and distinctive cigars are made every year in Wheeling.

In every direction from Wheeling, with a city slogan representing the hub of a wheel, are machine shops, tin can factories, stamping works, meat packing plants, modern breweries, calico printing works, tool works and many other kinds of manufactories whose wares are sold and shipped every day to all parts of the world. The preserve factories and enamel ware plants in Wheeling have long been famous; but not alone Wheeling manufactures, but her jobbing and retail trade, reaching twenty million dollars every year and distributing directly and locally to a territory covering three states, combine to make Wheeling thriving and prosperous.

It is estimated that within twenty miles of Wheeling, four billion tons of coal are yet unmined, and one dollar coal is the rule rather than the exception here. It seems like the acme of economic production to find some of the large plants with coal mines located at the very doors of their furnaces. Though located above coal dust, it seems that lavish nature has added

cheap electric power and light, to say nothing of natural gas introduced in 1886 for manufacturing purposes.

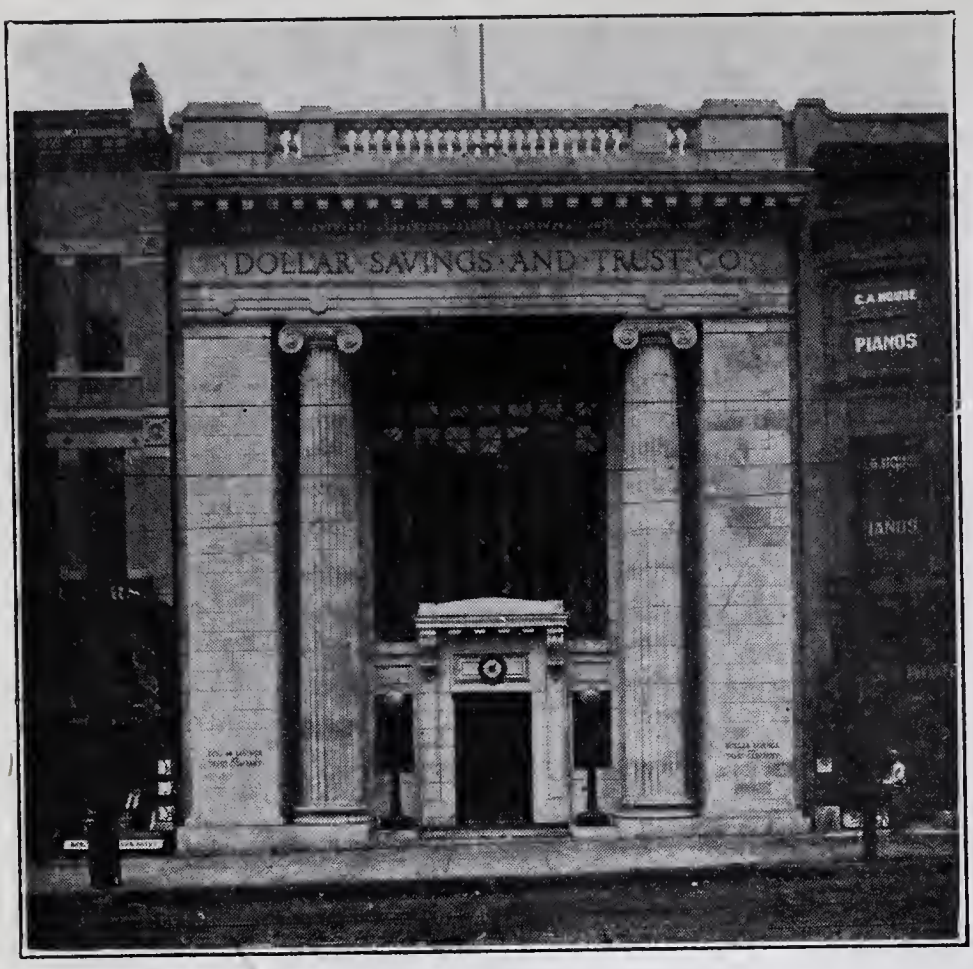
The city of Wheeling is governed by a Board of Control located in the former State Capitol, and owns its public utilities, in the way of waterworks, gas plant, electric light works and city crematory. There are forty-seven miles of paved streets, with a total valuation of property of over sixty-five million. With a low tax-rate and an abundance of skilled help, no wonder that artisans and manufacturers are attracted to the metropolis of West Virginia.

Lying at the foothills, well-drained and healthy, Wheeling has a death-rate of but 13.7 per thousand, the lowest in the country. The healthful climate of West Virginia lying in the latitude of New York has been an important factor in the growth and development of its working population.

A state normal school within ten miles and over fifty churches and almost every civic organization represented tells of the civic life of a city long known as an attractive home town. Under the direction of Roy B. Naylor, secretary of the Chamber of Commerce, facts and figures on West Virginia are always available, and the population statistics show it to be the center of 80,000 people within a radius of twenty-five miles.

There are Wellsburg, Warwood, on the Ohio River; Fulton, Elm Grove,

A TYPICAL INDUSTRY OF THE WHEELING DISTRICT—TUBE MILL OF WHEELING STEEL & IRON COMPANY, EMPLOYING 1200 MEN

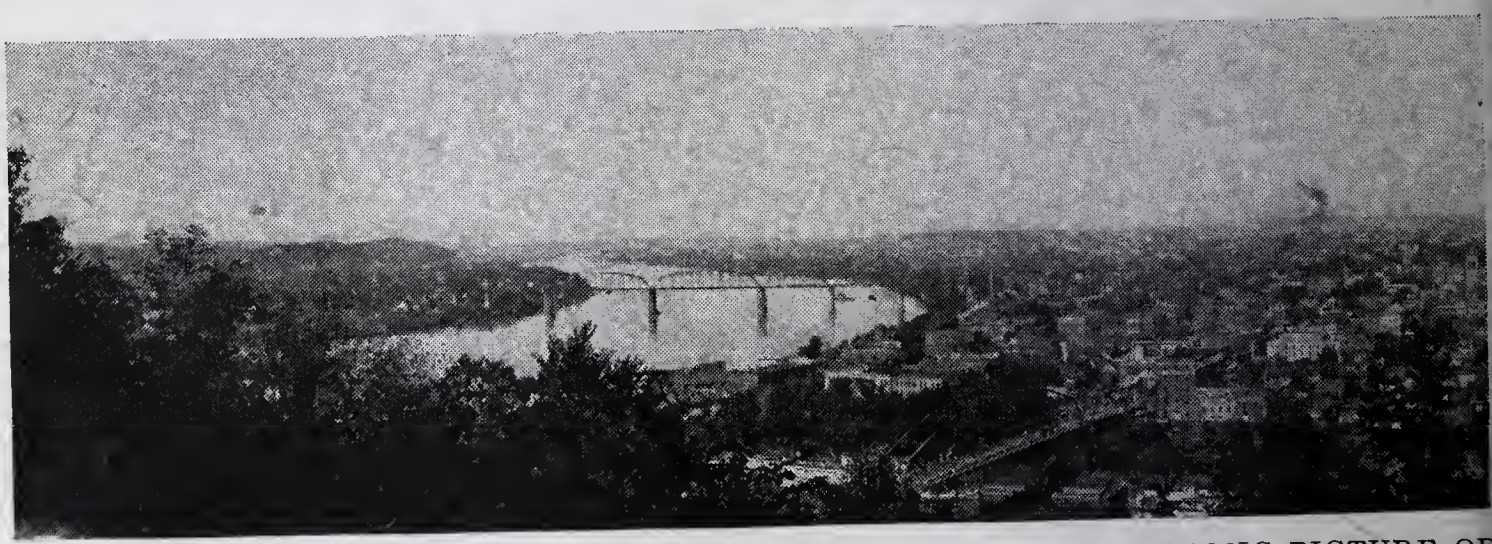


NEW BANKING HOUSE OF DOLLAR SAVINGS AND TRUST COMPANY, WHEELING

Benwood, McMechen, Glendale, Moundsville, and suburbs, all in the family, so to speak, located in West Virginia, while just across the river are Martin's Ferry, Bridgeport, Bellaire, Shadyside and other thriving towns, all within easy access of Wheeling's trade magnet.

From Wheeling come the millions of flour sacks for the famous Minneapolis mills. It was in Wheeling that many of the important castings for the Panama Canal were manufactured. The first pottery for the manufacture of white ware was established less than forty years ago in Wheeling, and the growth of the pottery business in this section has been marvelous. One of the few monuments in the country dedicated to the noted Henry Clay was erected in Wheeling in 1820 on the National Road, in honor of his services in establishing this great highway.

The story of Wheeling would be incomplete without mentioning its pre-eminent financial strength. Here the old National Bank of West Virginia, established in 1817, continues business, and also the National Exchange Bank, established in 1899. The bank clearings for 1912 exceeded one hundred million dollars. In West Virginia is located the largest savings and trust company in the state, known as the Dollar Savings and Trust Company, established by Mr. B. W. Peterson and former Senator Nathan B. Scott. The list of the thriving and prosperous state banks with their increasing deposits tells the story of Wheeling's thrift, and the industrial strength of West Virginia's metropolis, shown by the census of 1910, reveals products now approaching thirty million dollars, with a capital of over twenty million. There is a record even in these years of industrial Aladdins, when over sixteen million dollars worth of material is utilized on eleven million dollars worth



A PANORAMIC PICTURE OF

The Ohio and Little Kanawha Rivers, both navigable, join at this point. There are railroad bridges in three work in the local harbor, making the local levee an excellent landing place for the larger river craft. The Baltimore & Ohio Railroad from New York to St. Louis. The bridge crossing the Little Kanawha near crossing the Little Kanawha in the distance is the combination vehicle and railroad traffic bridge, and within a few miles of one of the largest

of labor and sold to the world by Wheeling institutions. The salaries and wage envelopes of Wheeling aggregate nearly seven million dollars per year.

Located on the index finger of the state, the eloquent story of the "Real Wheeling" is incorporated in the slogan "Wheeling Means Business"—an epithet representing the genius of the age. The very name of Wheeling typifies speed and suggests the onward evolution of America's industrial and commercial development.

* * *

LONG before I knew much about West Virginia or had even visited the state, I knew Governor Albert B. White; and if you knew Governor White you were bound to learn much about Parkersburg and West Virginia. The same might be said of hundreds of the solid and substantial people of this thriving city, which has made splendid progress since the Civil War.

Here the Ohio and the navigable Little Kanawha Rivers join and add to the city's dual transportation facilities—rail and water. With the completion of dam No. 19 now building Parkersburg will have a ten to twelve foot harbor the year round.

Parkersburg ranks second in the number of people employed in its factories. There are myriads of smaller plants as well as several employing more than five hundred, each of which speaks well for the variety of its industrial interests. Its manufactures of iron, wood, glass, oil, clay, grain and other products have a world-wide market.

HOTEL WINDSOR
A modern and comfortable hostelry in Wheeling, West Virginia

It is a great railroad center and has city and suburban electric service as well as hydro-electric power. It was Andrew Carnegie who predicted years ago that the Ohio Valley in which Parkersburg is located was destined to be the great workshop of the country, and he had this city in mind. In Parkersburg the cost of fuel gas is only a matter of eight cents per thousand feet; near at hand also are great coal deposits. There is a sanitary sewerage system costing a quarter of a million dollars, a water

PARKERSBURG, WEST VIRGINIA
directions, showing clearly river and rail shipping facilities. A government dredge boat has just finished bridge crossing the Ohio River—the one most prominently shown in the picture—is the main line of the the Ohio River is the Ohio River Railroad, from Pittsburgh, Pa., to Kenova, W. Va. The other bridge connecting with the Little Kanawha Railroad, running from Parkersburg, W. Va., to Owensport, W. Va., undeveloped tracts of coal within the state

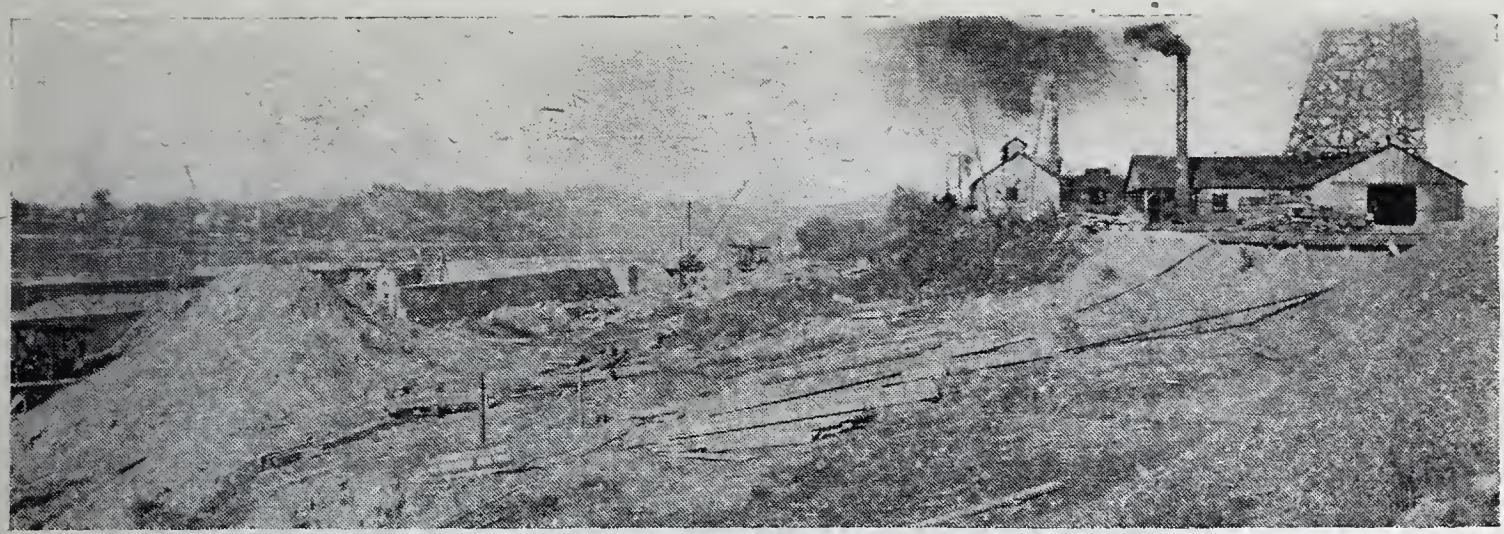
CONSTRUCTION WORK ON THE OHIO RIVER
The completion of this lock will insure a navigable stage the year round. The construction of this lock

supply costing nearly a half million, many school buildings, the largest high school in the state, a well-established business college and the Academy of the Visitation. With all these advantages one feels that Parkersburg with its active Board of Commerce consisting of seven hundred men is inspired with the spirit of progress, not only in pushing itself, but also the state of West Virginia, into the first place in development and solid prosperity. When the Panama Canal is completed Parkersburg will have water shipping facilities via the Ohio and Mississippi Rivers to Panama and South America as well as the Orient.

From the shore line of the Ohio, Aaron Burr looked from Blennerhassett Island and dreamed of Texas as a new empire. Under Virginia grants, the Ohio River is West Virginia soil up to the low water mark of the opposite state. This involved many complications under the Fugitive Slave Law, and brought about an important case where capture was made on a boat landing on the Ohio side within the low water mark. West Virginia actually owns the Ohio River according to the old Virginia grant when the northwest territory was ceded.

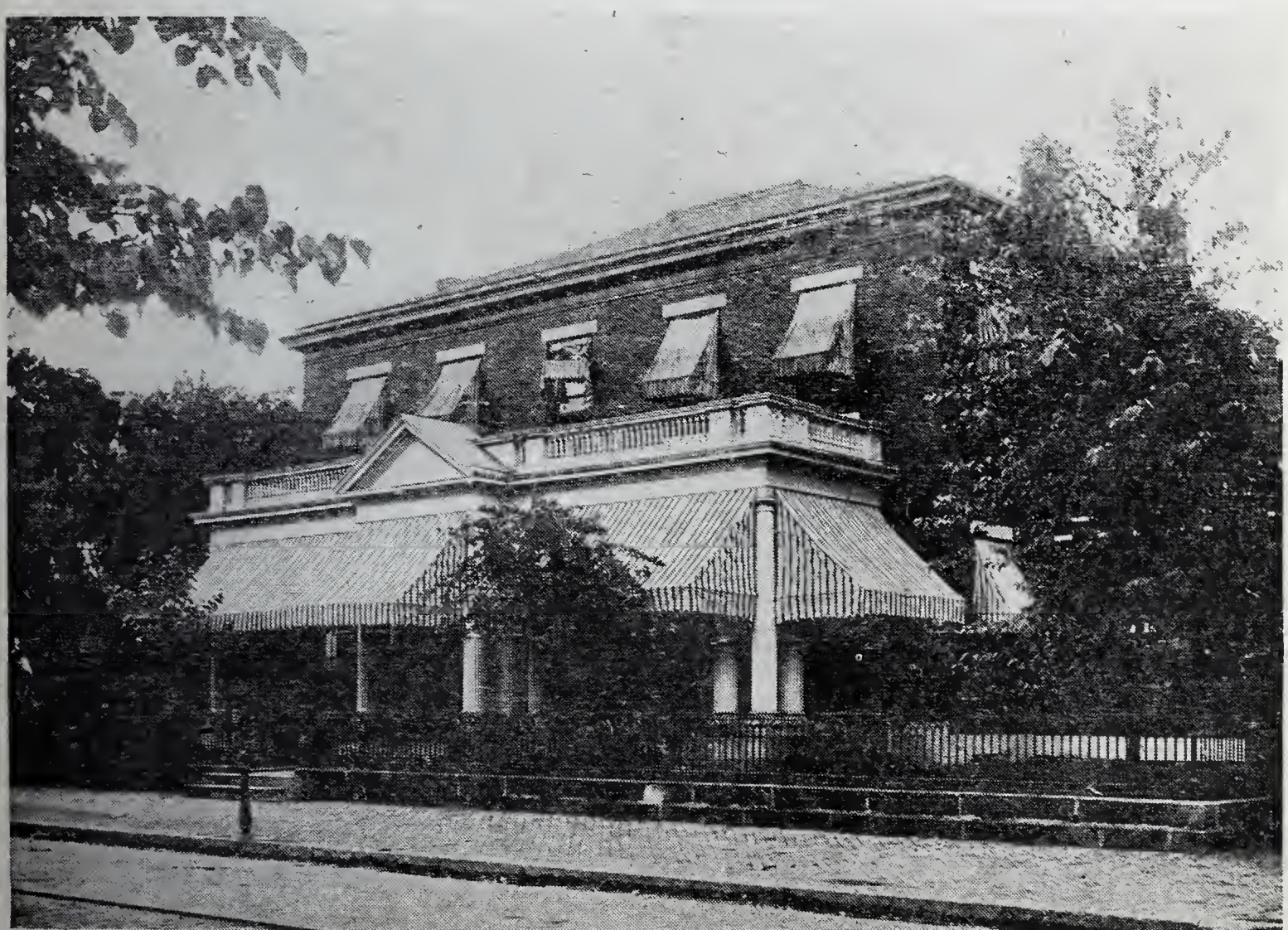
Civic pride in Parkersburg is revealed in the artistic shade trees and flower-beds covering the bare spots. Under the commission form of government the city has ordered ten miles of brick paving and sanitary sewerage, and all these improvements have been managed with a very low tax rate.

VIEW OF PARKERSBURG COUNTRY CLUB



JUST BELOW PARKERSBURG, WEST VIRGINIA
is a part of the "On to Cairo" movement for deep water from Pittsburgh, Pa., to Cairo, Ill., the year round

Although settled a little more than one hundred years ago, Parkersburg is in every sense a "city of today." Close to the great forests of West Virginia, where every variety of timber known to a temperate climate is found, the products of the wood-working factories of Parkersburg have become noted the world over. When the canal to Cleveland is completed, ore can be delivered from the Great Lakes at less cost than at Pittsburgh. Parkersburg has taken up the broad subject of aiding in every way those associated with the development of the country round about. The Board of Commerce employs an agricultural adviser for the county of Wood who works in conjunction with the Government, and every year the crop output is materially increased and many additional acres added to the cultivated area. The development of truck farming on the Ohio Valley was the early dream of George Washington, who issued a prospectus showing the opportunities offered

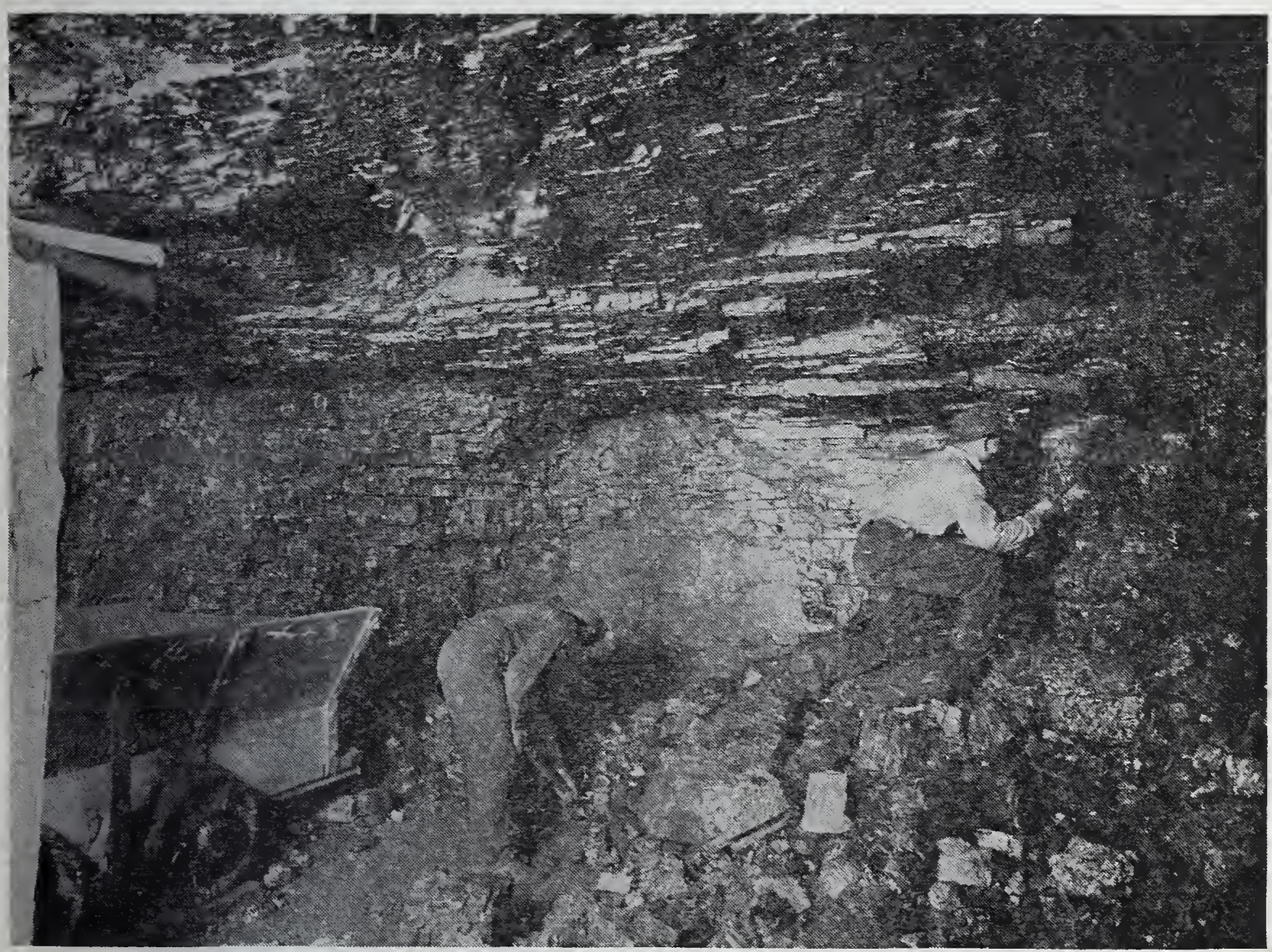


HEADQUARTERS OF THE BLENNERHASSETT CLUB
At the corner of Fourth and Anne Streets, Parkersburg. The club is formed of business men, and named after the famous historical character Blennerhassett, associated with the history of Aaron Burr

WEST VIRGINIA SIX-YEAR-OLD APPLE TREES JUST COMING INTO BEARING

the farmer and showing that crops could be sent by water to the headwaters of the Potomac and thus reach tidewater. The avenues to market are much easier of access now than Washington dreamed of in his glowing prospectus, and the Ohio Valley land will soon become one of the best trucking sections in the country.

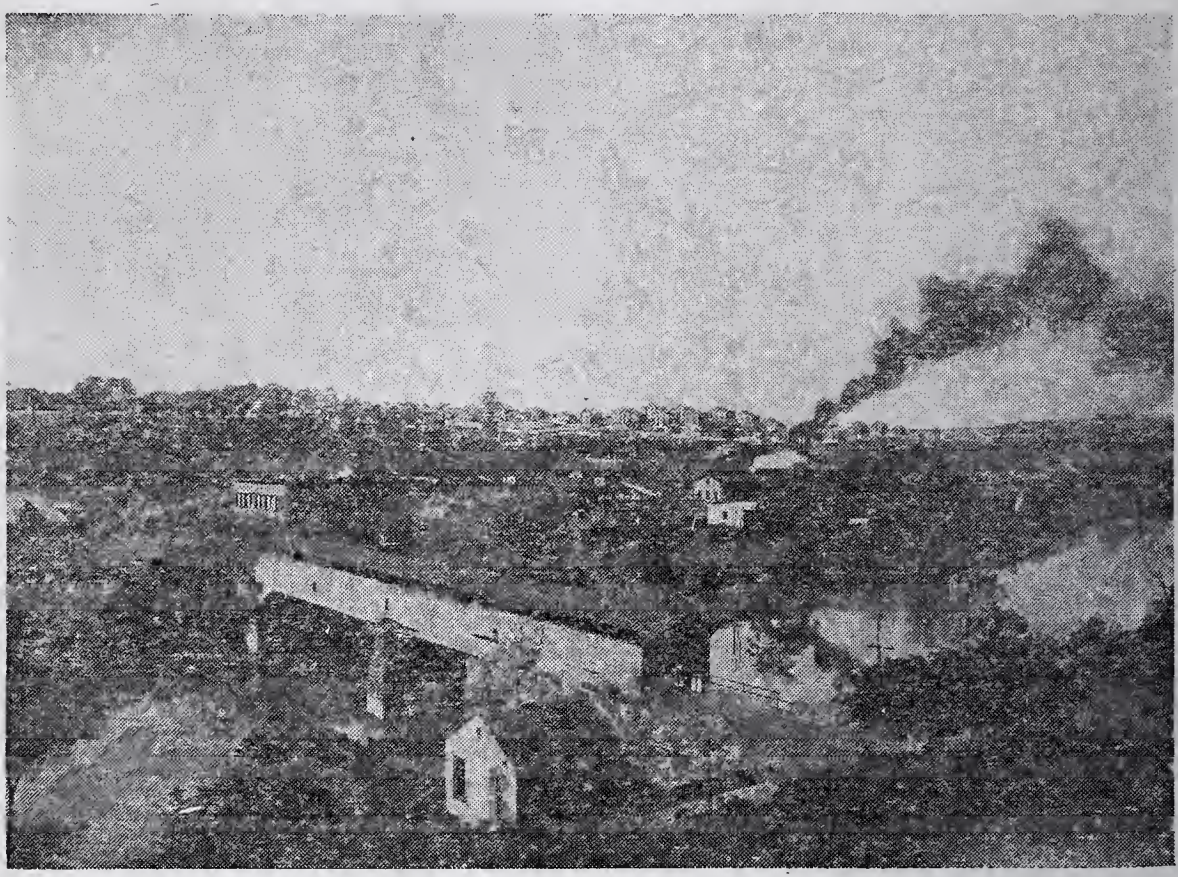
EVERY time I pass by or stop off at Charleston, West Virginia, going over the Chesapeake & Ohio railroad, I am impressed with the river scene that presents itself. Clinging to the east side of the river is the thriving capital of West Virginia. Charleston is more than the capital of West Virginia; it is one of the most rapidly growing cities in the state, with manufacturing developments that have made a record. Located in the midst of a great forest of hardwood, unlimited areas of coal, ore and fine fire clays, with cheap transportation, an ideal climate and a citizenship ambitious for home development—what more can be said? The facts are that the population has increased one hundred and fifteen per cent, with a manufacturing business reaching over five million dollars and a jobbing and wholesale business of thirty-four million dollars. This tells the story as far as figures can. With rail facilities reaching to the interior and to all parts of the state, with water development on the Kanawha to the Ohio River, and with an increasing industrial population, the story of Charleston's progress seems explainable enough. Within the last year six new industrial institutions were located at Charleston.



AN INTERIOR MINING SCENE
Showing miners taking down and loading coal into mine cars, after it has been shot. The picture was taken in a mine near Fairmont, West Virginia

The city of Charleston lies along the great Kanawha River, surrounded by hills, and makes a picturesque location. There is an air of comfort and picturesque beauty about this busy city. In the early days this portion of the state was famous for the production of wheat, and the farmers of this vicinity have begun to realize the immense possibilities of the soil in the yielding of substantial profits and

earnings of the early settlers. The state Capitol buildings and grounds are beautifully located. One body of the state legislature is called the House of Delegates instead of the House of Representatives, an interesting bit of news to the stranger in West Virginia. The new public buildings, some centrally located, and the new office buildings already constructed and many more in process of construction, to say nothing of the churches and schools, are a distinction of which the citizens of Charleston might well be proud.



NEW ENGLAND COAL MINING PLANT OF THE CONSOLIDATED COAL COMPANY

Near Fairmont, West Virginia, showing the excellent quality of houses furnished the miners, and a view of one of the very few remaining wooden bridges in the state

WHILE there is something about Clarksburg that speaks clearly of home, comfort and refinement, yet this thrifty city has always been one of the busiest spots in West Virginia, and the men of Clarksburg have always taken a strong interest in the development of the state and country. Located in a great gas belt, it consumes one billion feet of gas a day. It is a great coal area and has cheap fuel, with coal selling at sixty-five cents a ton. This makes Northern friends envious.

From these advantages you would naturally expect to find not only the twelve gas factories employing twelve thousand men, zinc factories employing twelve hundred men, potteries making sanitary ware, flour mills, wood-working factories of all kinds, but also you would expect to find much more, considering the advantages offered, which ought to be better known, investigated and appreciated, for the story of the city's development reads like a tale of magic.

Here is a half-million dollar hotel, a hospital, churches and an active Board of Trade which secured two hundred and thirty-two acres of land. This the city is to use for factories and building sites —always the index of a city's progressiveness. The development of this industrial addition to Clarksburg with railroad extensions already provided by the Board of Trade was made a matter of general welfare for the city in providing sites for new homes.

In Clarksburg lives Mr. John G. Davis, solicitor-general of the United States. Here, also, is the home of Senator Nathan Goff, whose career has entitled him to a high place among the eminent men of West Virginia. When you find modern office buildings, seven, nine and ten stories high on the streets of Clarksburg and look down from the bridge upon the great panorama of industrial activities, a well-founded

vision of industrial growth and development presents itself.

Clarksburg with its population of twenty-five thousand is also among those towns in West Virginia which hope to have fifty thousand within the next five years, and with a record of having increased in population one hundred and thirty-seven per cent during the last decade, there is little doubt that the hopes of Clarksburg will be realized.

THERE is something in the very name Fairmont that appeals to one, and when you arrive you realize that Fairmont people are just the sort of folks you would expect to find in a town of that name. Here in years gone by lived the pioneers who began their conquest of the wilderness at the beginning of the last century. The history of the coal development in West Virginia has its preface and overture in Fairmont, for here Mr. Watson, father of Senator Clarence W. Watson, opened the first coal mines directly under the town site of today. The brier patch of a few years ago now shows a skyline of prosperous factories, and when you climb the hill and look upon the magnificent Court House and splendid buildings, you know that you are in a city teeming with civic pride and energy.

From Fairmont in two directions runs the largest electric railroad system in the state, operating one hundred and eight miles, reaching from Fairmont to Mannington on the north and to Clarksburg on the south. This traction system with its handsome cement bridges and perfect roadway has been an important factor in the development of the Monongahela Valley. The interurban lines reach out in all directions, and promoted by Fairmont business men, have done much to make this town one of the real live spots on the map of West Virginia.

At short intervals new coal mines are opened and new railroads built, but the sturdy workers in the mines, glass works and factories form the backbone of Fairmont's marvelous growth. There is hope of having water transportation facilities soon, which will open up new mines on the river. Then the cargoes will go direct to New Orleans down the Mississippi, to ship on to Panama.

A GROUP OF MINERS' HOUSES
And actual conditions surrounding, in one of the smaller mining sections of the Consolidated Coal Company, Fairmont region

The large acreage of the Pittsburgh vein of soft coal lies all about the city, which has become one of the prominent trade centers in West Virginia. The abun-

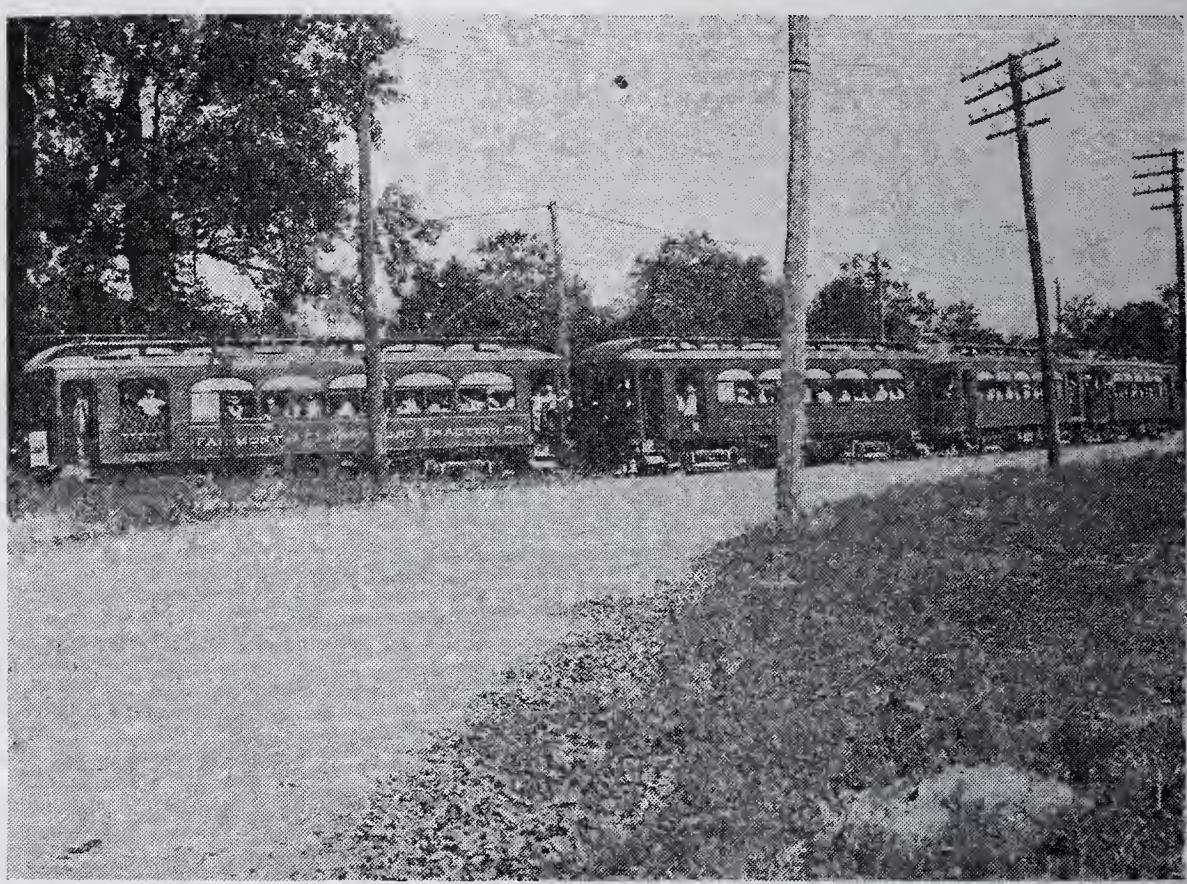
dance of gas and coal in the vicinity of Fairmont has resulted in the location of many factories attracted by cheap fuel. Pure mountain water supply from the Tygart Valley River and the government dams furnish a never-failing supply of good water and fire protection. Here is located the Monongahela Glass Company employing one thousand artisans and glass workers, who produce over ten thousand tumblers every day. A summary has been made that there is eighteen million dollars' worth of assessed property in Fairmont, fifteen thousand people living on twelve miles of paved streets with fine public schools and two strong organizations of business men. In fact, if there is anything that Fairmont wants and has not secured, it has the people that know how to go after it.

TRAVELING throughout West Virginia the scenery is the joy of the tourist. The time is not far distant when myriads of tourists will visit the mountains of West Virginia to explore and enjoy scenery and historic localities quite as attractive as those of Switzerland or the White Mountains.

The good road movement in West Virginia, championed years ago by Mr. Howard Williams, at present Commissioner of Agriculture, and carried on by his namesake but not his kinsman, an energetic young engineer, will ere long establish roads in West Virginia that will set the pace of inprovement in many older eastern states.

Mr. Williams comes from Green Brier County. He began building good roads in his youth, and as a practical farmer, but thorough and energetic, he has concentrated his energies upon making West Virginia's agricultural resources known, and has steadily and effectively by means of the farmers' institutes and other mediums, promoted and broadened the agricultural interests of West Virginia so effectively that improved and intensive farming has already proved its value and become a living and popular monument.

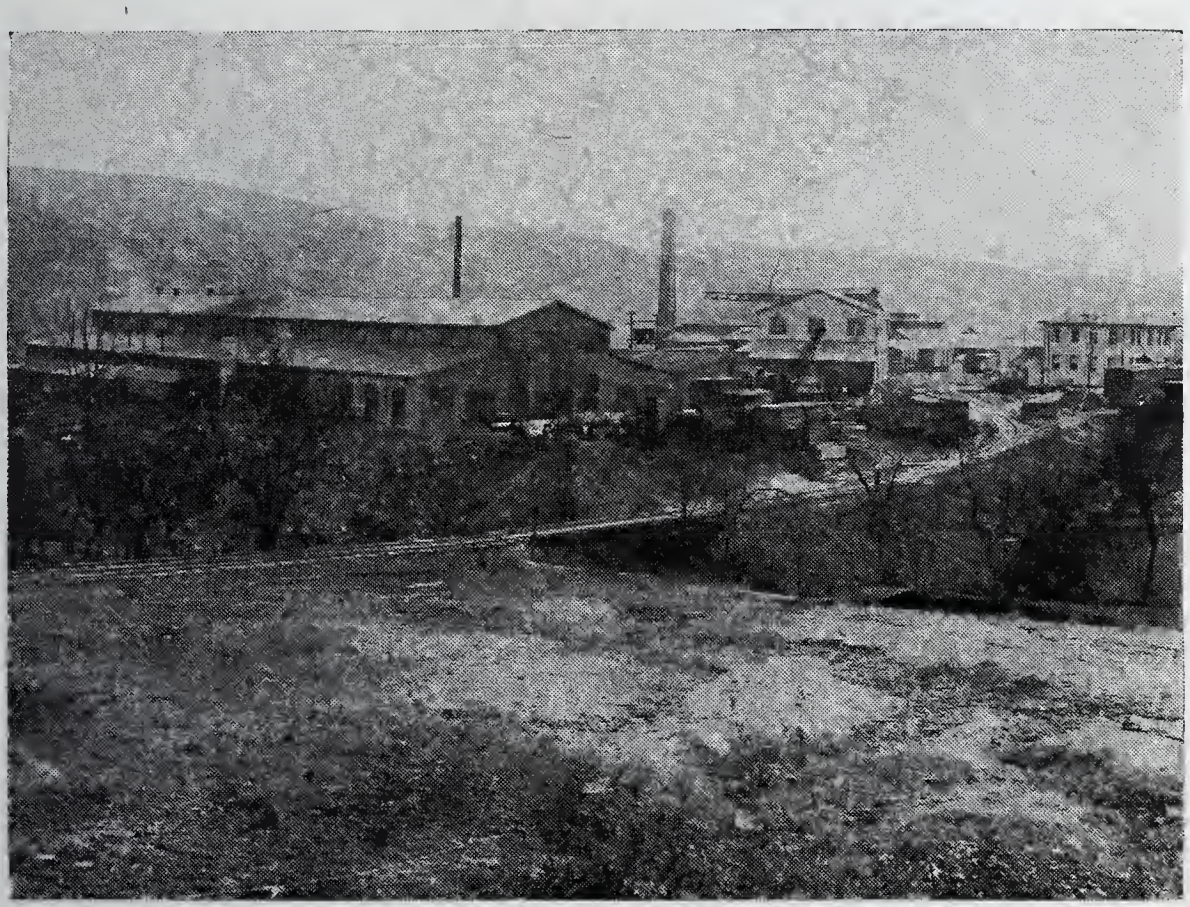
I can conceive of no picture more alluring than the farms that dot the hills and mountains of West Virginia, whose fertile soil promptly responds to scientific and economic treatment, while a host of once unimportant products are becoming valuable state resources.



A FOUR-CAR PASSENGER TRAIN OF THE MONONGAHELA VALLEY (FAIRMONT & CLARKSBURG) TRACTION COMPANY

This is a typical excursion train from Fairmont and vicinity, carrying Sunday School and other gatherings to picnic grounds. This company is the first to use more than one car in its regular passenger traffic in the state, and operates regularly between Fairmont and Clarksburg the two-car train, a portion of each day

For eight years Mr. Williams has been a champion of good roads, meeting the farmers at the institutes throughout the state. To push forward actual work the office of Highway Inspector was created, and for two years careful surveys of the field estimates of cost and tests of all kinds of roads were made, and a bill was passed by the legislature creating the office of Highway Engineer. The last legislature created the office of Highway Commissioner and appointed Mr. A. D. Williams, a young and energetic engineer, to the position. The entire road laws of the state were revised, and the ambition of Mr. Howard Williams to excel in the work of his distinguished grandfather, noted in Green Brier County as a local road builder, seems certain to be realized. Stock raising and improvement in breeding have also made progress. Lambs fattened on the top of Job's Knob, at an elevation of 4,500 feet above the sea, were accounted the prize meat of all entering at the New York market during the present year, and West Virginia Merino wool took the grand prize at the Paris Exposition in 1900. These records of achievement show that it is only a matter of a short time when the agricultureal area of West Virginia will be dotted with prosperous and thriving farms. It is not often realized that the mountains of West Virginia at Harper's Ferry are as near to the Capitol dome at Washington as Baltimore—in fact West Virginia might be called the state adjacent to the District of Columbia.



GENERAL VIEW OF FAIRMONT MINING MACHINERY COMPANY PLANT, FAIRMONT, WEST VIRGINIA

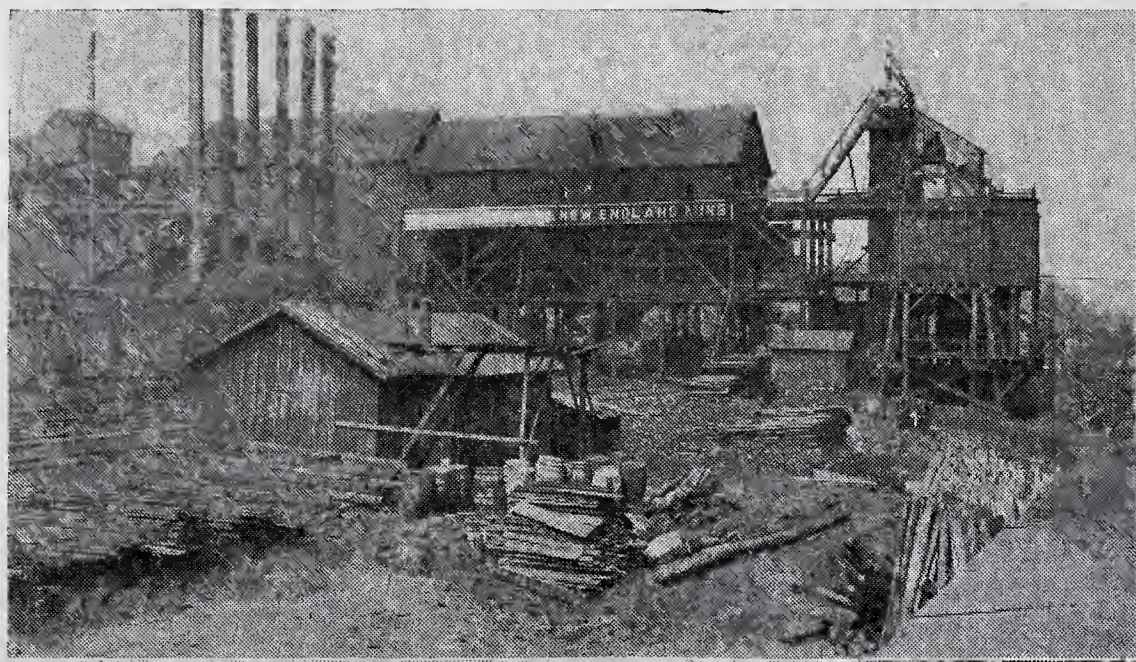
Main building is shown on the left, warehouse in the center, office building on the right and Fairmont Window Glass Plant in the rear. Mining machinery of all kinds and supplies are manufactured here for all parts of the world

It was on the banks of the Potomac at the mouth of the Conococheaque Creek that Washington in crossing the mountains first selected the site for the National Capitol. It is also little realized that five Revolutionary generals resided within the borders of one little town in West Virginia.

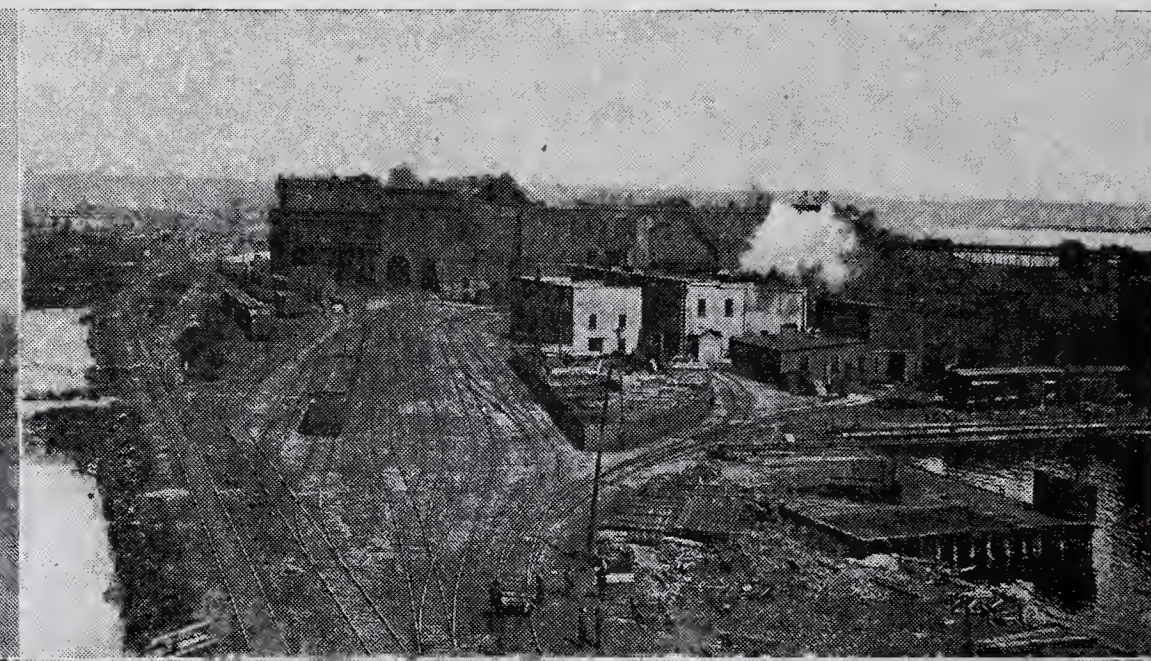
THE outline of the Bluefield coal mining district in southern West Virginia resembles a shoe and suggests that it is the firm-footed foundation of West Virginia's development.

The State Board of Trade of West Virginia met during the year at Bluefield, West Virginia, one of the leading towns in the southern part of the commonwealth, and the delegates were entertained in a royal manner. The Bluefield people are especially proud of their achievements

Mining Plant of the Consolidated Coal Company



Dock of the Northwestern Fuel Company, Superior, Wisconsin



Mine No. 59 in the West Virginia Division

Mine No. 63 in the West Virginia Division

COAL MINING SCENES IN WEST VIRGINIA

in twenty years, and they have it all on record in the handsome booklet entitled "Bluefield, West Virginia." The town has had a splendid growth, and the pasture field amid the blue mountains has been transformed into a city—a thriving center for the production of black diamonds in two decades. The contrast between Bluefield today and twenty years ago tells a marvelous story of development. Bluefield is the result of a cause. It is the gateway to the famous Pocahontas coal fields, located on the very ridge of the Allegheny Mountains, and is the clearing house for the enormous production of the finest steam coal in the world. In observing these great railroad yards containing fifty miles of track owned by the Norfolk & Western Railroad, where all the switching is done by gravity, one realizes what it means to handle two million tons of coal a month. Bluefield is the center for a large territory, and on the hillsides of the new city, nestling among the mountains, are modern fireproof skyscrapers, commodious office buildings, and everything that belongs to a thrifty and prosperous city.

Bluefield is one of the distributing centers of Virginia, West Virginia and Kentucky, and coal has proved the very lifeblood of activity. With the Pocahontas, the Clinch Valley, the Tug River and the Thacker Fields all in active production they are computed to have at least a two-hundred year supply of high-grade coal area, covering one hundred thousand square miles, showing in the mountains a continuous seam of coal of various thicknesses that can be seen from the passenger trains of the Norfok & Western passing through veritable tunnels of coal.

The quality of Pocahontas high-grade coking and steam coal is known the world over. Dewey's fleet entered Manila Bay under steam produced by Pocahontas coal on that memorable 1st of May, 1898. The construction of the Panama Canal was chiefly carried on by this fuel. The United States Navy Yards are also supplied with it; in fact, the Navy uses it almost entirely. It seems to be only a matter of production, for there is no trouble finding a market for this famous coal.

Limestone, clay and shale, of which none better can be found for manufacturing purposes, lie close to the state borders, which are surrounded by forests of oak and poplar which would keep a large furniture factory busy for many years. The coal is not all, for in the vicinity of Bluefield are rich deposits of iron ore. The eminent state geologist, Dr. I. C. White, has made a report to the United States Geological Survey that there was an abundance of iron ore all over this country, making possible Bluefield's ambition to sometime become a Pittsburgh, for here is located the unrivalled glass sand sent through the pipe line from the mountains by gravity to the railroad level. Yellow ochre, used for linoleums and high-grade

THE TOWN OF BLUEFIELD, WEST VIRGINIA
From a picture taken in 1895

paints, lies in deposits fifty feet in depth close at hand to Bluefield. There are few cities in the United States whose area covers as rich and extensive a volume of mineral wealth as Bluefield, for it has already what so many industrial centers are striving for—cheap fuel. With coal mines at the very doors of her factories and millions of tons of the highest grade of bituminous coal passing through the city every minute of the twenty-four hours, the cost of fuel is a small factor. The increasing necessity of new factories looking sharply to the one great essential of power is here solved by Nature. The vigorous and enthusiastic citizenship represented at the banquet given the State Board of Trade assures the future of Bluefield as the metropolis of southern West Virginia.

Not only is there an abundance of coal, but "to him that hath shall be given." Here the famous Appalachian Power Company is located, with its offices at Bluefield. Five separate power sites, averaging a total fall of two hundred and seventy-five feet, with a horsepower of seventy-five thousand, give an idea of the equipment. As a city of promise, Bluefield boosters believe there is none better.

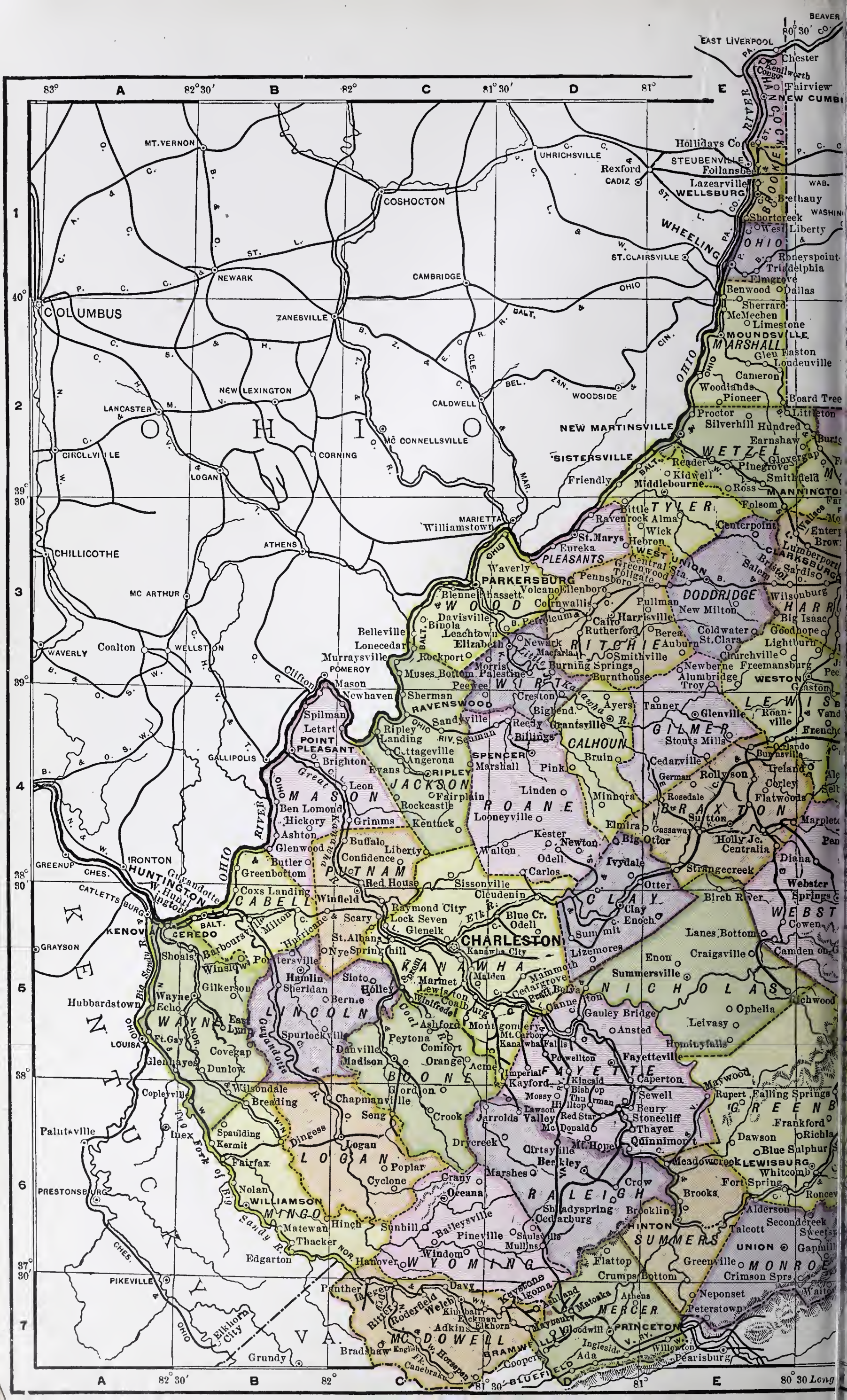
Through high-tension lines the power is transferred from Bluefield into the coal fields, so that it seems like a parody on the old expression, "carrying coal to Newcastle," to find coal mines supplied by hydro-electric power from the falling waters of the mountains.

Bluefield's unexcelled shipping facilities are realized when it is considered that Columbus, Ohio, is only a little less than three hundred and twenty miles away, Cincinnati three hundred and twenty-seven, Washington three hundred and thirty and Norfolk three hundred and sixty. Closely associated with the history of Bluefield is the development of the Norfolk & Western Railroad, one of the most extensive coal-carrying railroads in the country. Very low grades are established in the line over the Alleghenies and the activity of the coal trains passing to and fro and far up into the mountains on the branch lines, makes the remote mountain section of West Virginia, up and down the railroad, seem like suburbs of some great industrial center.

BLUEFIELD, WEST VIRGINIA, EIGHTEEN YEARS LATER

With fireproof hotels, paved streets, up-to-date drainage, and an excellent commission form of city government; a modern fire department, water from pure mountain springs and good schools, what more can be said of a new and growing city? On the surrounding hills are many beautiful residences, showing the sturdy and uncompromising loyalty and confidence of the people in their home town.

A glance at the handsome booklet, "Bluefield," issued by the Board of Trade, under direction of Secretary Boykin, portrays an enormous development in the new section.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Hollidays Cove
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Lazearville
WELLSBURG
Bethany
Shortcreek
West Liberty
ST. CLAIRSVILLE
Roneyspoint
Triadelphia
Elmgrove
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Dallas
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MOUNDSVILLE
Glen Easton
Loudenville
Cameron
Woodlands
Pioneer
Board Tree
Proctor
Silverhill
Hundred
Littleton
Earnshaw
Gloverggap
Pinegrove
Smithfield
Reader
Kidwell
Middlebourne
Ross
Folsom
Centerpoint
Lumberport
Sardis
Wilsonburg
Big Isaac
Goodhope
Lightburn
Churchville
Freemansburg
Alumbridge
Troy
Glenville
Roanville
Stouts Mills
Orlando
Burnsville
Cedarville
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Ireland
Corley
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Rosedale
Sutton
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Holly Jc.
Centralia
Diana
Webster Springs
Cowen
Lanes Bottom
Camden on G.
Craigsville
Enon
Summersville
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Beury
Stonecliff
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Falling Springs
Frankford
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Blue Sulphur
Lewisburg
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Neponset
Peterstown
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Pearisburg
Ada
Ingleside
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Xenia
Dayton
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Cincinnati
Lebanon
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Wilmington
Hillsboro
Chillicothe
Circleville
Lancaster
Logan
Athens
Marietta
Zanesville
Cambridge
Newark
Mt. Vernon
Mansfield
Ashland
Wooster
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Massillon
Akron
Cleveland
Elyria
Lorain
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Bowling Green
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Napoleon
Findlay
Tiffin
Fremont
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Painesville
Mentor
Willoughby
Lakewood
Cleveland
Bedford
Solon
Shaker Heights
Euclid
Cleveland Hts.
Lakewood
Rocky River
Bay Village
Avon
Avon Lake
Sheffield
Elyria
Oberlin
Wellington
Medina
Wadsworth
Barberton
Akron
Cuyahoga Falls
Kent
Ravenna
Warren
Youngstown
Niles
Canfield
Ellsworth
Poland
Struthers
Lisbon
Salem
East Liverpool
Steubenville
Wheeling
Bellaire
Martins Ferry
Bridgeport
Belmont
Barnesville
Cadiz
Uhrichsville
Dover
New Philadelphia
Sandusky
Bellevue
Fremont
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Defiance
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Bowling Green
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Perrysburg
Oregon
Sylvania
Toledo

The Strategic Location of West Virginia

There always was magic in a circle, and by using a compass on the map through the center of West Virginia, the richest and most populous states and the largest cities of the country are covered. West Virginia has been truly called the strategic centre of industrial and agricultural development because to this little red spot converge eighty steam and electric railroads, including the great system of the Baltimore & Ohio, the Chesapeake & Ohio, the Norfolk & Western, the Pennsylvania & Wabash and the Virginia and Kanawha & Michigan. On its western border flows for three hundred miles the Ohio river, fed by its tributaries, the Great and Little Kanawha, Big Sandy and Monongahela. The railroad routes radiating from West Virginia demonstrate that the mountain state is the very heart-pulse of the future great development of the East.

The name of "Bluefield" was suggested by the fact that it is located in a blue grass country on which fine export cattle and sheep graze. An abundance of crops and fine apples, peaches and all kinds of vegetables enrich the farmer, for the climate and soil are especially favorable, and the home market always affords a handsome margin of profit. Good macadamized roads extend in all directions.

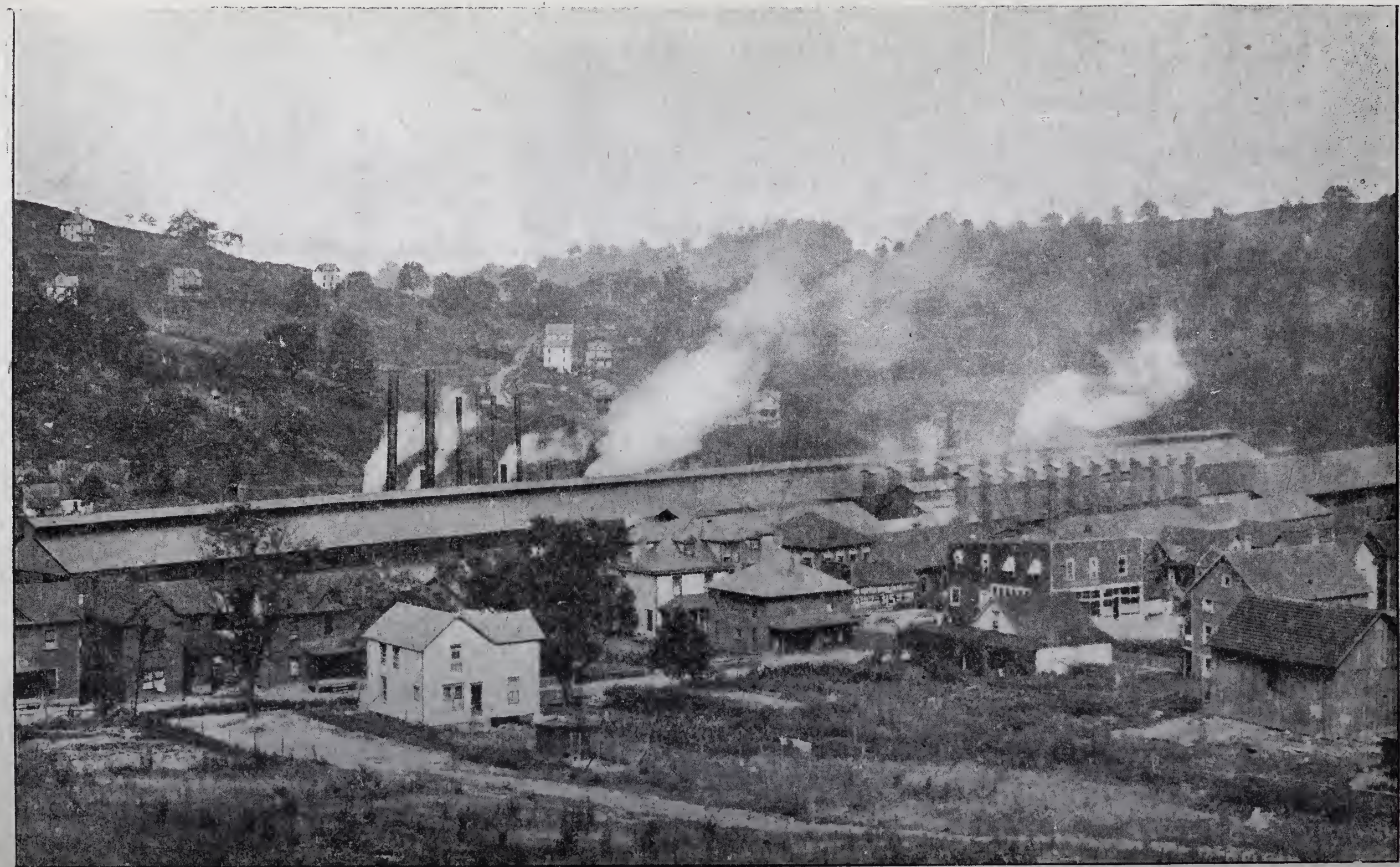
The Bluefield Chamber of Commerce is one of those live and aggressive bodies which has for its members men who are ready at all times to sacrifice their own time and money in the upbuilding of Bluefield. They set forth figures showing a population of 600 in 1890, 15,000 in 1912, and with an unconquerable spirit believe there will be 50,000 in 1920, the anniversary of the year in which the Pilgrim Fathers landed. A visit to Bluefield confirms the belief that the enthusiastic prediction of the Bluefield boosters is well founded.

PANORAMA SHOWING THE CITY'S GROWTH, 1913

THE importance of the Pocahontas coal measures lying between Bluefield on the Norfolk & Western and the town of Welch has already been noted, together with the supreme quality of its best coal, which even rivals the famous Welsh coal in its palmiest days. The fact that its energetic operators and thousands of miners are amicably co-operating for their common benefit, while elsewhere the military have been called upon to repress disorders growing out of labor troubles, deserves a separate notice. Explored by Pennsylvania and Ohio capitalists and operated by some thousands of rugged miners paid according to the work done by each man, Pocahontas is managed with thoughtful care for the economical, comfortable and sanitary condition of the employee and the education of his children. This system includes what are known as the "Houston interests": The Houston Coal and Coke Company of Elkhorn; The Keystone; the Middle State Coal and Coke Company of Olmsted and Carswell, West Virginia, producing annually some 2,500,000 tons of coal and coke.

Recently the operators of these and other properties of the Pocahontas measures were reported to be raising a fund of $1,000,000 for the endowment of an Operators Protective Association, a remarkable movement which from the prominence and wealth of its members and the enormous sum provided for the active operators, excited considerable curiosity in newspaper and mining circles.

Mr. Harry Olmsted of Columbus, Ohio, vice-president and general manager of the Middle States Company, and actively assisting the executions of the other Houston companies, contributed to the *Cincinnati Engineer* the following plans and purposes of the movement and the general policy of the Pocahontas properties:



ONE OF THE LARGER PLANTS AT MORGANTOWN, WEST VIRGINIA, WHERE INDUSTRY HUMS

"It is altogether true," said Mr. nsted, without a bit of hesitation, "that e coal mine owners in the southwestern rt of West Virginia have organized ch an association, and the fund they ve been raising is now about all proled for."

"What object will the Operators' Proctive Association seek to attain and hat is the purpose of such a large fund?" as asked.

"The association is organized for the rpose of the better taking care of the nterests of the men who have their capial invested in coal mining in the Pocaontas field. This will mean about as nuch to the miner himself as it will to he operator. There is nothing aimed at n the way of coercion. It is just plain protection of the operator and the miner. That is all. That protection to ourselves and our employees we aim shall work out also as a benefit to the public as well. Primarily the idea is to pool the interests of the operator and the miner."

"Is the Pocahontas a union-organized section?" Mr. Olmsted was asked. "In other words, are its miners members of the United Miners' Union?"

"They are not. We have never had any labor trouble in the Pocahontas fields. In fact, we have had no agitation whatever. The particular reason for this is that our miners are well paid, averaging easily from $4 to $7 per day, depending entirely upon their own ambition, where they receive tonnage wages. Should such miners work regularly, that is, put in a full day each working day, they experience not the least bit of trouble in earning from $125 to $150 each month. In the case of miners employed by the day, such miners with us are paid as much, and even more, than are those who are paid under the wage scale fixed by the Miners' Union. Therefore our miners find no cause for complaint. Again, our miners live and work under much more favorable conditions than do the miners who operate in any field anywhere that organized labor dominates. The Pocahontas is an entirely open field. There is no unwritten law with our men that prevents the miner reaching his maximum earning. With us

HINTON, ONE OF THE CHARMING VIEWS OF WEST VIRGINIA

(*Photo copyrighted by Detroit Publishing Company*)

KANAWHA FALLS, NEW RIVER CANYON, WEST VIRGINIA

no number of cars are tolled off to him, which when he has them filled his day's task is through with. This is done where there is organized labor, and it is done with a view of keeping down the producing power of the miner in order that it may be shown by labor leaders that the miner's possibility of earning wages is contracted and amounts to but little. With us it is 'there's the coal and here are the tools. The more coal you turn out, the more money you will make. You are in no way restricted as to the amount you may be able to mine. The more you mine the merrier. Have at it.' And, believe me, our men do have at it.

"The houses constructed for occupation by the miners and their families in the Pocahontas country," said Mr. Olmsted, "are of extraordinary comfort over those usually built for such purpose. They are supplied with electric lights and running water, and in many instances with bathrooms. These houses number from four to seven rooms and rent at the rate of $2 per room. Our commissary prices are kept down to a close competitive rate with independent stores which are located at or near our field of operations throughout the entire regions. Our goods and commodities are purchased as cheaply, of course, as they can be in the large cities of this country and are sold upon that same basis.

"Our men are now paid every two weeks. This the operators and miners themselves, and the women folks of their families, believe to be a very wise provision. We have made and are making every effort to advance and to better the general condition of our men and their families. This they know and fully appreciate. Good schools have been constructed and more are being constructed throughout our mining section. The miner's child, too, will have an opportunity of higher education, owing to the fact that high schools have been established within reach of all."

"What is the nationality of the miners the Pocahontas country?"

"They are the native West Virginian, ne Italian, Hungarian, Russian, Slav nd negro," said Mr. Olmsted. "As a ule they are a frugal, industrious people, ho take exceedingly good care of themelves and their families. This condition, am firm in the belief, is due to the fact nat they are surrounded by all possible omfort. Then, a most important thing o the miner, no expense is spared for the rotection of life and property. Our watchord has been 'safety first.' The reason hat such has not been the case heretoore, and is not true of many mining secions, is that the coal product has been old at or below the cost of mining, which aturally would prevent the operator from stablishing conditions and regulations onducive to the welfare of his miners. But no miners in any community are provided with better opportunities for naking and saving money, and of living s men should live at the present day than are the Pocahontas miners. While we already have good homes for them, we are now building houses, all of which will not only be equipped with bathrooms, but with electric light and hot and cold water. We expect to furnish these at a cost very much less than the cost for the same comforts fixed by any public or private service corporation anywhere. It is due entirely to what I have been telling you, that we in the Pocahontas country have no organized labor to contend with—good wages and good living tells the story of our freedom from labor troubles."

"You do not appear to be particularly fond of organized labor?" was suggested.

"Nor are any of our operators," said Mr. Olmsted quickly. "It may be, though, that we of the Pocahontas are better equipped to care for the miner than is true of operators in any other field of operation. There is another thing I wish to state. I believe that there is a wave of public opinion gradually sweeping over this country strong in its opposition to unwar-

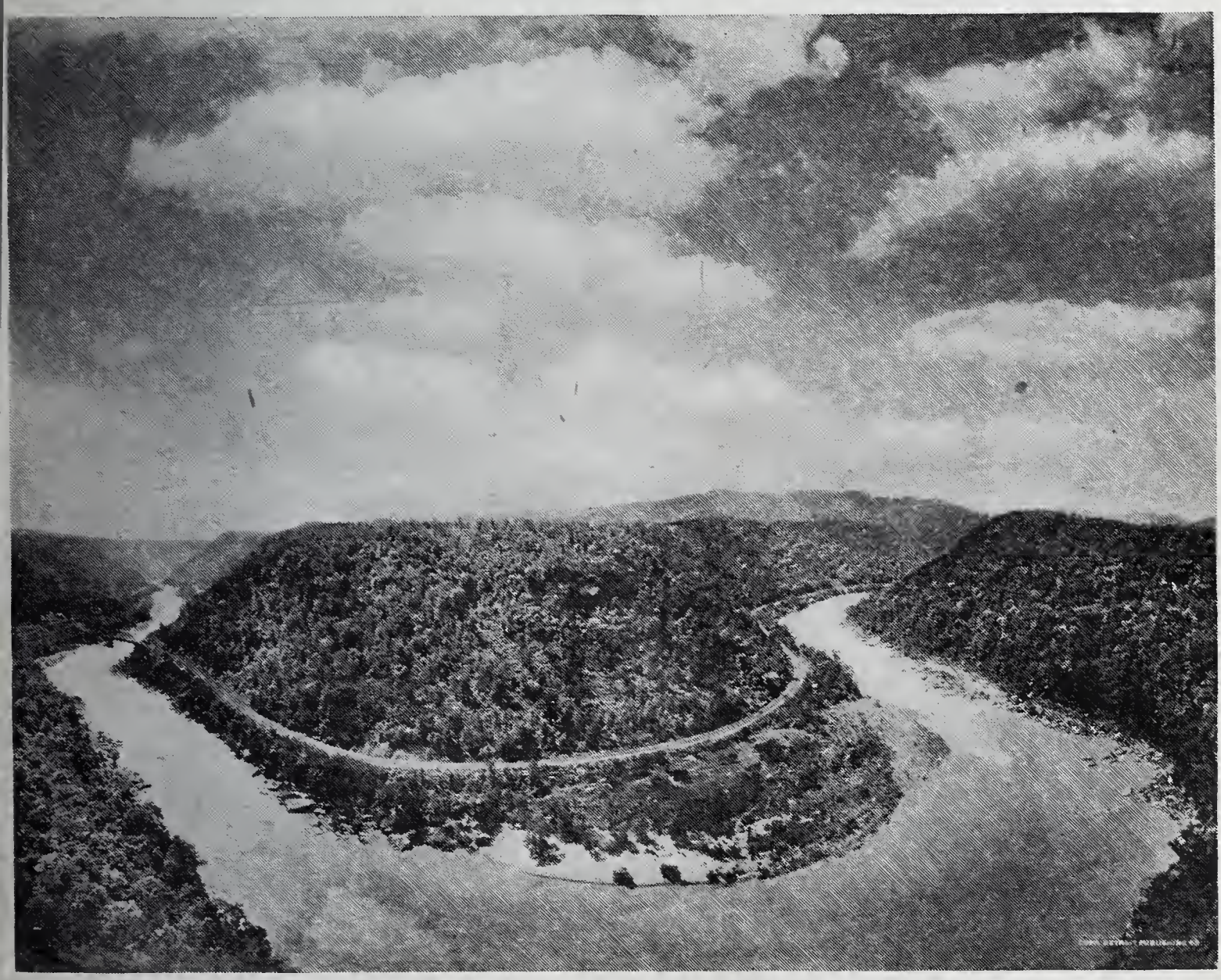


Photo copyrighted by Detroit Publishing Company)

NEW RIVER CANYON, WEST VIRGINIA, FROM HAWK'S NEST

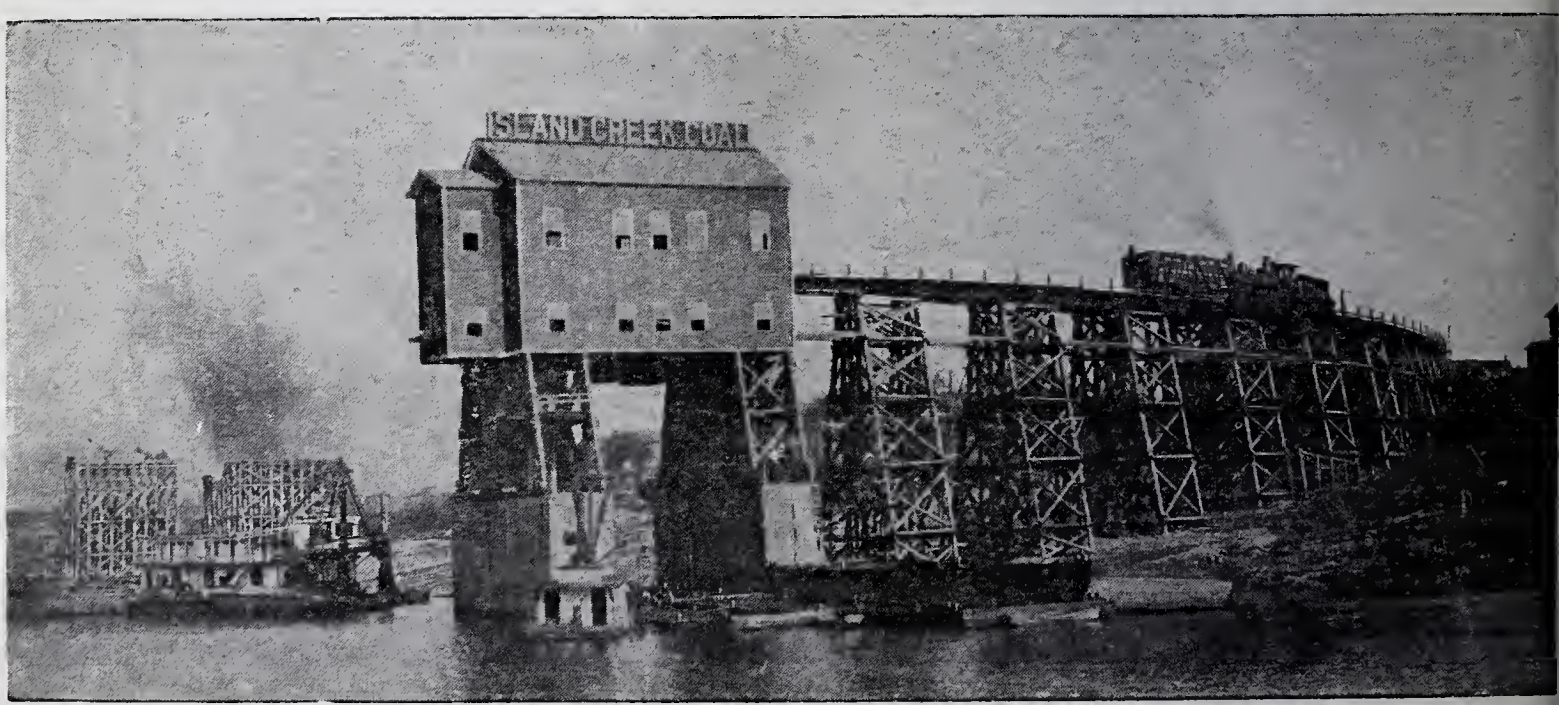
ranted attacks upon capital and its investments. The public has been analyzing and dissecting the claims of the leaders of organized labor. As a consequence there is growing a strong revulsion of feeling and sentiment. Believe me, such a change is warranted.

"Here is one thing to pay attention to. There will never be any prodigies where organized labor is supreme. Under its rule no man can rise from the ranks. He is kept down and is not permitted to show his true ability or worth. That I know to be true so far as the miner is concerned. Such a thing works an injustice to the miner and to the operator as well. It gives no chance for the miner to improve himself in any way. It prevents the operator from raising the standard of workmanship of his employees. I believe, honestly, that to this is due all the troubles in labor organized fields."

ANYONE who has traveled on the Baltimore & Ohio Railroad will always remember the junction point of Grafton. All time tables seem to indicate Grafton as the main point, for from here one line goes to Pittsburgh and the other to Wheeling. In a single day thirty-two passenger trains pass through the city. Although but little more than forty years since Grafton was first located, the town has now reached the twelve thousand mark in population. Here is a hotel such as one dreams about, a splendid addition to the attractions of Grafton, from Mr. John J. McGraw, who has a deep affection for his home town. With well-paved streets and with a water supply drawn from the cold mountain springs, it is no wonder that travelers bound west find Grafton a beauty spot.

In the large machine shops of the Baltimore & Ohio Railroad at Grafton more than five hundred men are employed, and in the near future the company expects to add to the equipment. Three large glass factories make Grafton famous—two making table glass and novelties and the third window glass. Within ten miles of the city is a famous silica sand mine of superior quality, showing 99.75 per cent silica, of especial value to glass manufacturers. At Grafton is located the Webster Woolen Mill, and there are churches and schools such as would make an ideal home city. A visitor is at once impressed with the splendid stores of Grafton and the prosperous appearance of everything. Grafton has many manufacturing advantages—fuel is cheap and there are good shipping facilities.

Grafton is divided into three sections, Grafton Center, South Side and West Side. Its splendid climate and attractive surroundings make a beautiful farming country. Fuel and food at low prices offer special advantages to the investor, merchant and mechanic. Located on the main line of the Baltimore & Ohio System, it gives shippers a direct line to coal and coke from interior points in West Virginia.



ISLAND CREEK COAL COMPANY'S TIPPLE AND DOCKS

TWIN MOUNTAIN ORCHARD

Showing small section of the north end of peach orchard, with line of Twin Mountain and Potomac R. R. in foreground. These trees were two years old when picture was taken

LOCATED at the northern extremity of the Shenandoah Valley, Berkeley County, West Virginia, of which Martinsburg is the county seat, is most highly favored by Nature. To the west is the Allegheny range of mountains, which act as a buffer from the storms from the West, while the Blue Ridge Mountains protect it on the eastern side, from disturbances originating on the Atlantic Coast.

The Potomac River, with its picturesque scenery, is the dividing line between West Virginia and Maryland, and is ten miles distance from Martinsburg. The county is divided into two parts, about three-fourths in the Shenandoah Valley, proper, while one-fourth is west of North Mountain and is known as Back Creek Valley, but still a part of the Shenandoah.

The bulk of the soil in the eastern portion is of the best quality of limestone, while that in Back Creek Valley is slate, or shale. The principal products are fruit of various varieties—apples, peaches, pears and all small fruits. Wheat, corn and grass grow to perfection. Recently much attention has been given to apples, there being now at least one million trees in bearing and many more planted. Apples are of very superior quality, the leading varieties being Grimes Golden, York Imperial, Winesap, Black Twig, Ben Davis, Jonathan, Northwest Greening, Baldwin and many other summer and fall varieties. The best of care is taken of the orchards, under the direct supervision of the Berkeley County Horticultural society, affiliated with the State Horticultural Society.

Martinsburg is a rapidly growing city of nearly fifteen thousand inhabitants. It is one of the oldest towns west of the Blue Ridge and was the scene of frequent encounters between the Union and Confederate armies during the Civil War. It is said to have been taken and retaken one hundred and thirty-five times, yet suffered slight damage.

Located on the main line of the Baltimore & Ohio Railroad, at its junction with the Cumberland Valley Railroad, a branch of the Pennsylvania system, railroad facilities are of the best. Nearby, in addition are the Norfolk & Western and Western Maryland Railroads. The latter will soon be connected by a branch line to Martinsburg. A comprehensive system of trolley lines is projected, work upon which will begin with the end of the winter. County roads are mostly macadam and are kept in good condition. A fine road spirit prevails.

WORK ON DAM NO. 28 AT WESTMORELAND

Supported by an exceptionally good agricultural and horticultural district, Martinsburg is happily situated. There is a closer bond between the farming community and the city than is generally found. The usual jealousy between city and country is entirely absent.

Manufactories are numerous, among which are the Interwoven Hosiery Mills, employing 1,100 people and producing 800,000 dozen pairs of hosiery; the Auburn

Vagon Works producing vehicles of a uperior quality, especially for use in the outh; the Crawford Woolen Mills, aking 600,000 yards of cassimeres annu-lly; the Shenandoah Pants Company, upplying 78,000 pairs of trousers; Nor-valk Motor Car Company, Perfection Garment Shop, Hannis Distilling Company, wo large flour mills, Baltimore & Ohio Railroad shops, and numerous limestone quarries, shipping millions of tons of lime, imestone products and limestone, annu-lly.

There are five banks, all in good condi-ion; stores and shops incident to all ities of the size of Martinsburg, and fully abreast of the times. Churches represent practically all denominations; there is also a flourishing Young Men's Christian Asso-ciation. Mail service is unexcelled, news-papers from Baltimore, Washington and Philadelphia are delivered in time to be read at breakfast, while the *Daily World* and *Journal* supply local news. The *Statesman-Democrat* and *Herald* are in-fluential weeklies. The people are public spirited and decidedly progressive, alive to every interest that has a tendency to greater advancement.

ONCE, mythology tells us, a city was created in a single night. Where before had stood a barren waste, now beautiful palaces, great fortresses, and magnificent parks and hanging gardens spread over a vast area. And the streets of the magic city were filled with busy, happy people. Some were residents of the city, put there by a force which they did not pretend to comprehend; others came there to buy of the offerings of the marts. It was known far and wide as "The Magic City," magic because it had been created sooner than cities ordinarily were builded. Such a city is Huntington, often called the gem of the Ohio Valley.

Huntington was not created in a single night. No magician waved his wand and placed buildings where before there had been but cornfields and the eternal West Virginia hills. But in twenty years a city grew out of nothing. In a decade a village of six thousand souls increased to a city of forty thousand busy, prosperous, happy people. And that it will have a popula-tion of at least fifty thousand by 1915, is not doubted by those who are in close touch with civic affairs. The men who have, by their untiring efforts, created a city where a short time ago there was none, believe that in ten years' time Huntington will have more than one thousand hundred people within its boundaries.

BUSY TIMES AT THE TOBACCO WAREHOUSES IN WEST VIRGINIA

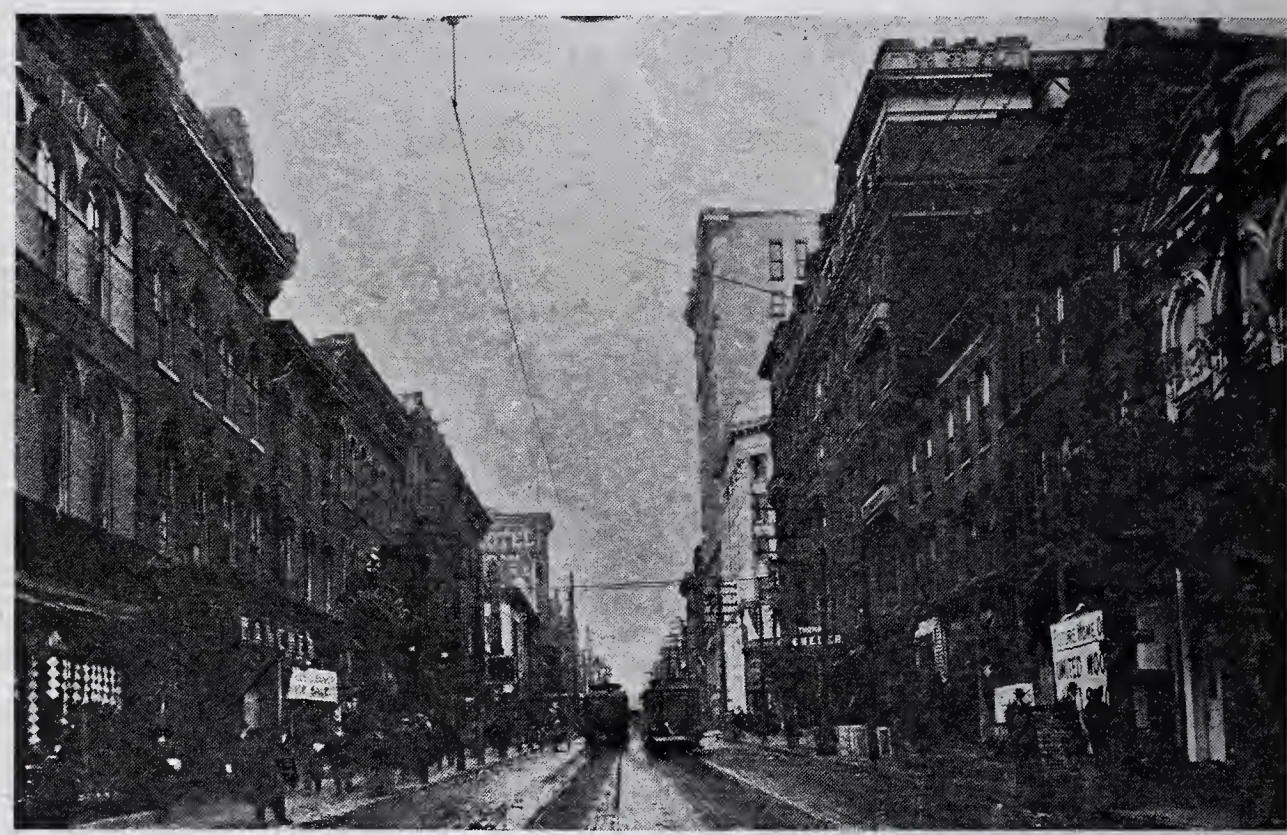
Ask the average Huntingtonian today what made Huntington and he will be unable to give you a satisfactory answer. One becoming acquainted with the history of Huntington would almost believe that some genie had created the city as an evidence of his power. Long after the Civil War had ended, Huntington was known as Holderby's Landing, because it

was a stopping point for some of the Ohio River boats. In 1871 the territory now embraced in the city was valued as a farm property worth half a million dollars. Today, this same property has a valuation of over thirty-one million dollars. It is truly a magic city and it has been made by modern magic; brains plus service plus acts.

Huntington is not a city of tradition. The older citizens tell stories of having hunted rabbits where some of the skyscrapers now stand. Where, twenty years ago, little was heard but the chirp of the cricket or the lowing of cattle, today is heard the bustle and confusion produced by the combination of noises which seem to be characteristic of all American cities. Yet the early history of Huntington is not without its interesting features. For instance, in 1877, Jesse James and his band paid what was then Huntington an unexpected visit. They robbed the only bank which the village had, and the original building still stands.

Today, Huntington is the trade distributor for over half of West Virginia, and it sends its goods to the whole vast tri-state region, consisting of parts of Ohio, Kentucky and West Virginia. It is on the two great trunk lines of railroads in West Virginia. It is one of the centers of the Ohio steamboat traffic. It is on the rim of the richest soft coal field in the world. Each spring, logs which come from one of the biggest hardwood forests in this country pass through its boundaries. It has traction connections with all nearby cities. Its factories employ over eight thousand people. It is within twenty-five miles east, south and west of rich oil and gas fields. Above all, it is a city of happy, busy people, all of whom are helping to make it greater, for the optimism of Huntingtonians knows no bounds.

What has made Huntington great? Brotherly love among its inhabitants and a genuine spirit of civic pride are the main reasons. Huntington had the location and the natural advantages. The awakening came when people who lived in it realized these facts. You will find no "knockers" in Huntington, for there are none. But if any city in the country deserves that title of "Pull Together," it is Huntington.



VIEW OF MARKET STREET, WHEELING

A spirit of optimism and a desire to pull together have been characteristic of the citizens since the forward movement started, ten years ago. Then a New York corporation owned most of the city and it was content simply to own it. In 1905, a company of citizens, none of whom were possessed of great wealth, but all of whom wished to develop the resources which they were able to see, formed a company

nd bought all the unsold ground. These vere men who had a vision. They were itally interested in making Huntington row. They advertised.

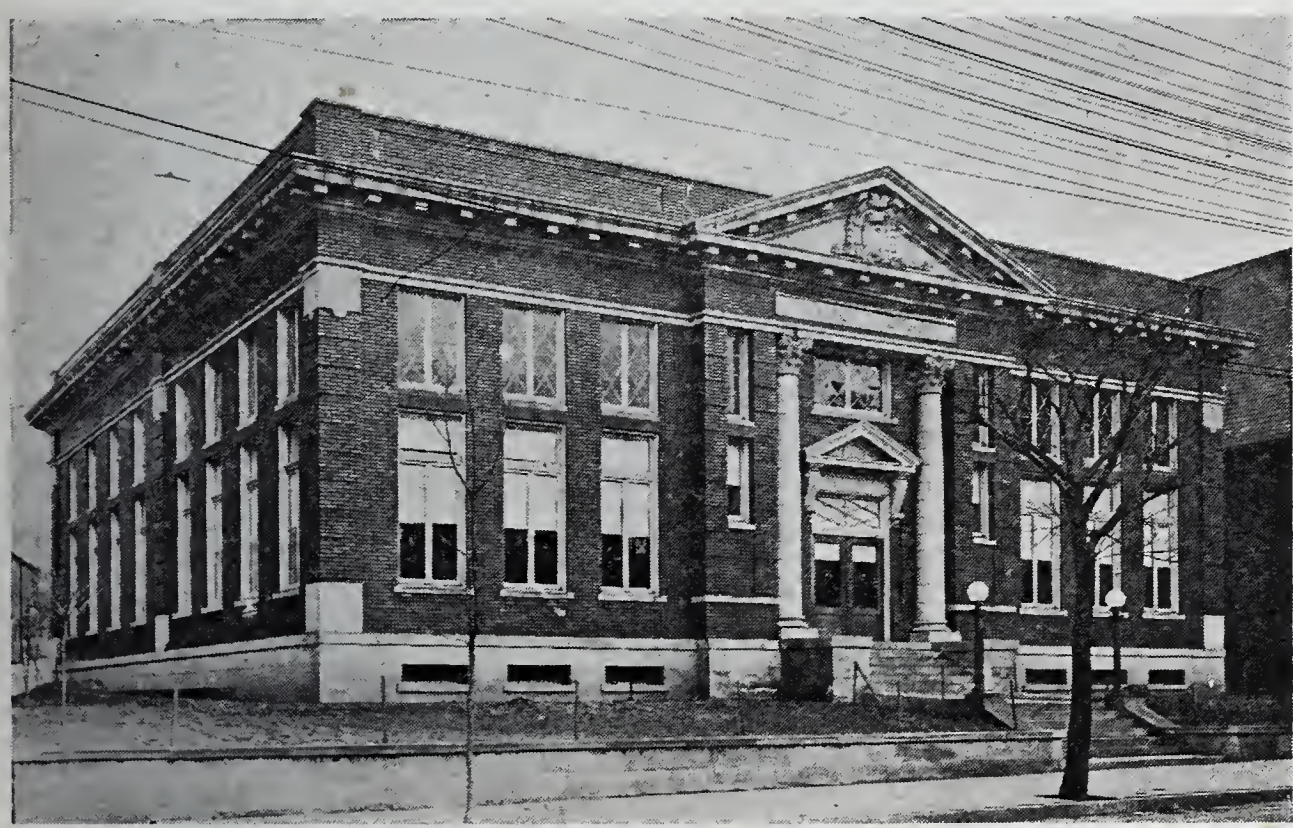
A wonderful change soon took place, nd the Magic City commenced to grow. Vithin the next decade the population ıad increased two hundred per cent, and he volume of business being done by Iuntington concerns was greater than even he most optimistic had hoped.

Later a chamber of commerce was ormed. Its members gave liberally of heir time and money, and Huntington ontinued to grow. The yearly banquets which this chamber now holds are an inspiration to those who attend them. After having spent an evening at an annual gathering of these business men, one realizes that Huntington's wonderful civic spirit is the thing which has contributed largely to its success.

Huntington now sells gas at five cents a thousand feet to its industries. And the industries, of course, are flocking here by the dozen. Collis P. Huntington, who laid out the city, planned more wisely than he dreamed. As a tribute to his foresight, a statue is soon to be erected to his memory in one of the parks.

Besides being a great business center, Huntington is an educational and musical center. A state college is located there. One of the most modern school systems in the world is developing future presidents or baseball players. A choral association gives a series of recitals at which world-renowned artists appear. The city is expanding so rapidly that it is difficult to keep track of its growth.

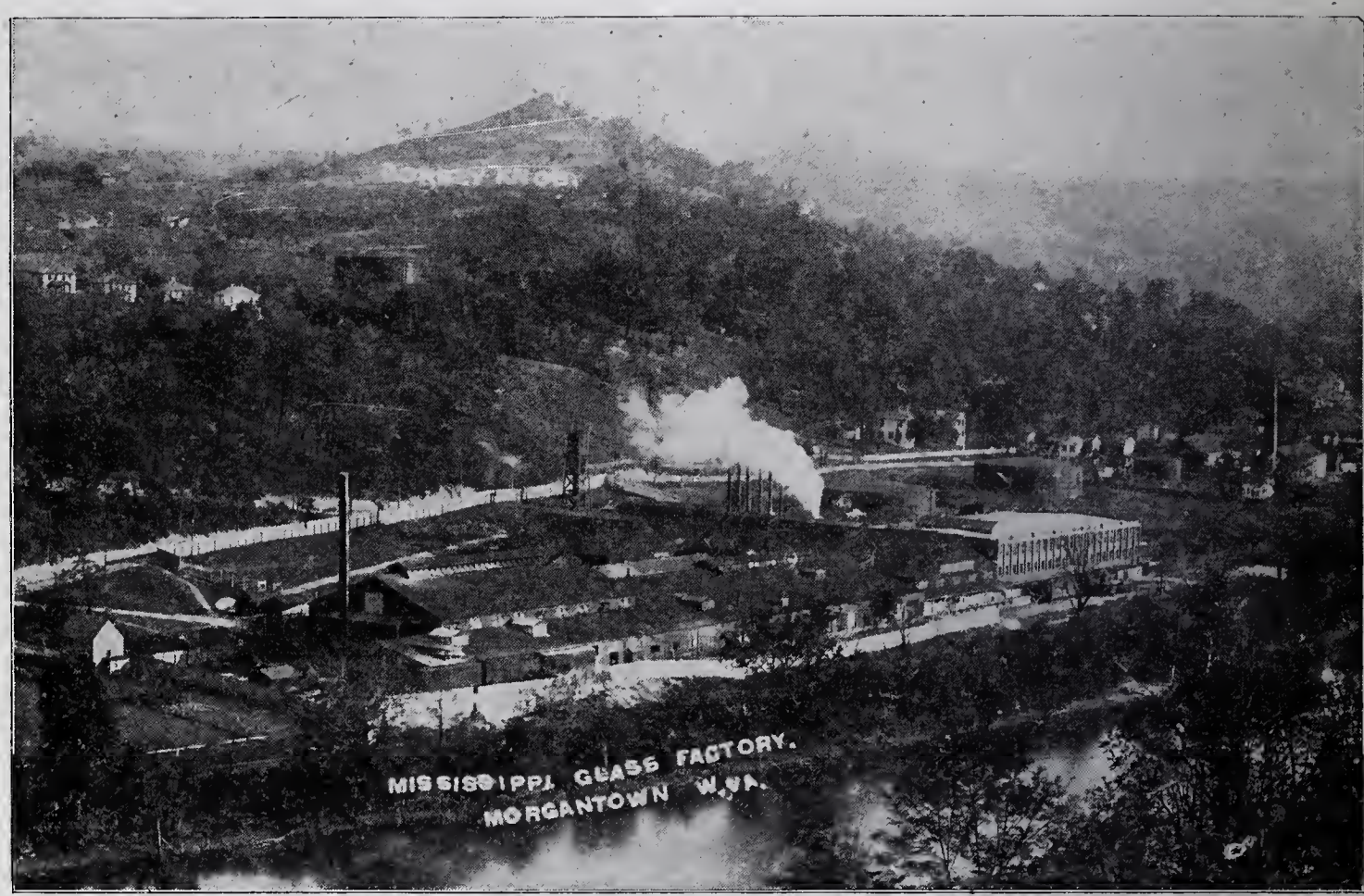
Brotherly love has made a city where there was none fifteen years ago, where ten years ago there was a village. Its inhabitants believe that it is destined to become the greatest trade center between Cincinnati and Pittsburgh. The growth of Huntington rivals the growth of the magic city of mythology. For the energies and the brains of all its people are being used to make it greater. All work for the common good, Huntington's good.



PUBLIC LIBRARY, WHEELING

WHEN the new state of West Virginia was formed, Morgantown made an early claim to the State University. The state institutions were to be divided and another town was given its choice of the two institutions—the penitentiary or the Stage University. Fortunately this other town chose the penitentiary, leaving the State University for Morgantown. Many eminent men in the state and throughout the country have been graduated from this institution, which has in past years nurtured a student body of self-reliant and initiative thinkers and workers.

Morgantown, with its fifteen thousand people, is called "The City of Opportunity," and fulfills the prediction of George Washington that it was the location for an important city. It has long outgrown its boundaries, and the agricultural advantages offered the prosperous settlers around Morgantown are growing year by year. The industrial development of the city began when the first railroad reached the town from Fairmont. With direct rail connections and only a few hours from Pittsburgh, the contrast between the town today and in the days of the stage-coach is very pronounced.



While the town has been established one hundred and seventeen years, the Morgantown of today is less than twenty years old, as shown by the records of active development in manufacturing and population. The citizens just got together and invested their money and energy in new industries, and provided a fund of three hundred and fifty thousand dollars for locating new plants in Morgantown.

The first gas was brought to Morgantown in 1899. With this came a big glass factory and now two large companies are distributing gas in this section. There is a peculiar advantage in the geographical location, being so close to the large cities. The industrial strength of the country has followed close upon the opening of the coal fields. There is coal here for centuries to come, and the problem has always been a matter of getting cars. One of those substantial communities which has weathered many of the financial storms of over a century, the hustling business men of Morgantown have done wonders in its trade and industrial development.

The city is remarkable for its beauty. On a hill close to the city, and commanding a picturesque view up the winding Monongahela, the State University stands. In Morgantown is also the home of the state geologist, Dr. I. C. White, who has had much to do with the development of the natural resources of West Virginia because of his scientific knowledge of geology.

For many years Morgantown was the home of the late Senator Stephen B. Elkins, and now is the home of his sons, Senator Davis Elkins and Mr. Blaine Elkins.

After spending even a short time within this historic town and feeling the pulse of its activities, one does not wonder that many new industries are planning to locate at Morgantown.

The Board of Trade stands ready to hold the door of opportunity open, and oppor-

unity in Morgantown not only knocks t everyone's door, but just keeps right n hammering if not admitted.

THE story of West Virginian thrift as told by Hon. John J. Cornwell, former president of the State Board of Trade, at heir annual meeting in 1913, summarized n a most interesting way the substantial growth of the state.

"West Virginia, with its coal and lumber and oil and gas, as its chief products, feels a depression or any cessation of business much more promptly and much more acutely than do the states of the great Middle West or of the South, where the wealth is derived almost exclusively from agricultural and horticultural products.

Let us take, first, the national banks of West Virginia. On September 4th, 1912, when the comptroller made his call, there were in West Virginia 111 national banks, with total resources of $80,951,794.88. On September 10th of this year, when the call was made, the reports showed that there were 116 national banks, an increase of five in number, with total resources of $88,611,333.00—an increase of about $8,000,000 in total resources.

"But, how about the deposits? That is where the best indication of enlarged and increased prosperity is to be found. On September 4th, 1912, the deposits were $50,840,622, while on September 10th, this year, the deposits in the same banks, including the five new ones, reached the aggregate of $56,404,342—an increase in round numbers of $6,000,000.

"Nevertheless, while the past twelve months have not constituted a record-breaking business period, taking the country as a whole, for the reason, largely, to which I have referred, West Virginia has gone steadily forward, increasing in wealth and in the volume of business which her industries and her people have been doing.

"The best evidence of the accuracy of this statement lies in the reports and conditions of the banks, state and national.

TAKE the state banks and the record growth is as good. On June 4th, 1912, all deposits in the state banks aggregate $62,152,835, while on the same date in this year of 1913, the deposits were $68,242,230, an increase of about $7,000,000. The deposits subject to check, not counting time deposits or demand certifi-

cates, increased, in the state banks, from $28,000,000, in round numbers, to $31,000,000, an increase of about $3,000,000.

"These figures show conclusively that the savings of the people have increased; that the amount of cash or credit for cash, in the state, has increased some $13,000,000 during the past twelve months and the increase in the checking accounts shows that the volume of commerce and general business has likewise had a healthy increase.

"The coal output of 1912, the latest for which complete figures are available, shows a most gratifying growth, the total for the year being in excess of 66,000,000 tons, with a value of more than $62,000,000. The product of natural gas for the year was more than 215,000,000 feet, with a value of over $29,000,000.

"In petroleum, our state in 1912 produced 12,128,962 barrels, with a value of $19,927,721, an increase of more than one per cent over the previous year.

"There was cut and manufactured in the state, during 1913, 1,318,732,000 feet of lumber, which output was about up to the average during the past five years, despite the inroads that have been made upon our forests.

SO much for the natural resources and their output. The agricultural production, which in this state has seriously lagged, shows some increase, not, however, sufficient to boast of. The chief interest in agricultural products and in the value of the output of the farms has been in fruit; and this, so far, has largely been confined to the eastern panhandle or the counties lying east of the Alleghany Mountains. There has, however, been considerable planting of fruit trees in other and untried sections, but too recent for any practical results."

CANOEING PARTY IN THE FAMOUS "TROUGH"

A narrow gorge, six miles in length, now traversed by the Hampshire Southern Railroad, but prior to the building of the road inaccessible save by boat. A famous black bass fishing ground

A VERITABLE battery of facts and figures confronts one traveling about West Virginia. The people of the state are proud of what they possess and they know their lesson. Schoolboys stand up in a class in school and recite statistics concerning West Virginia. They know that they have one hundred thousand farms and that there is room for several hundred thousand more. They also know that there are fifteen millions of acres yet to be developed; that the value of the farm property approaches four hundred million dollars, to which the land value adds another two hundred million.

The average farm of the state is one

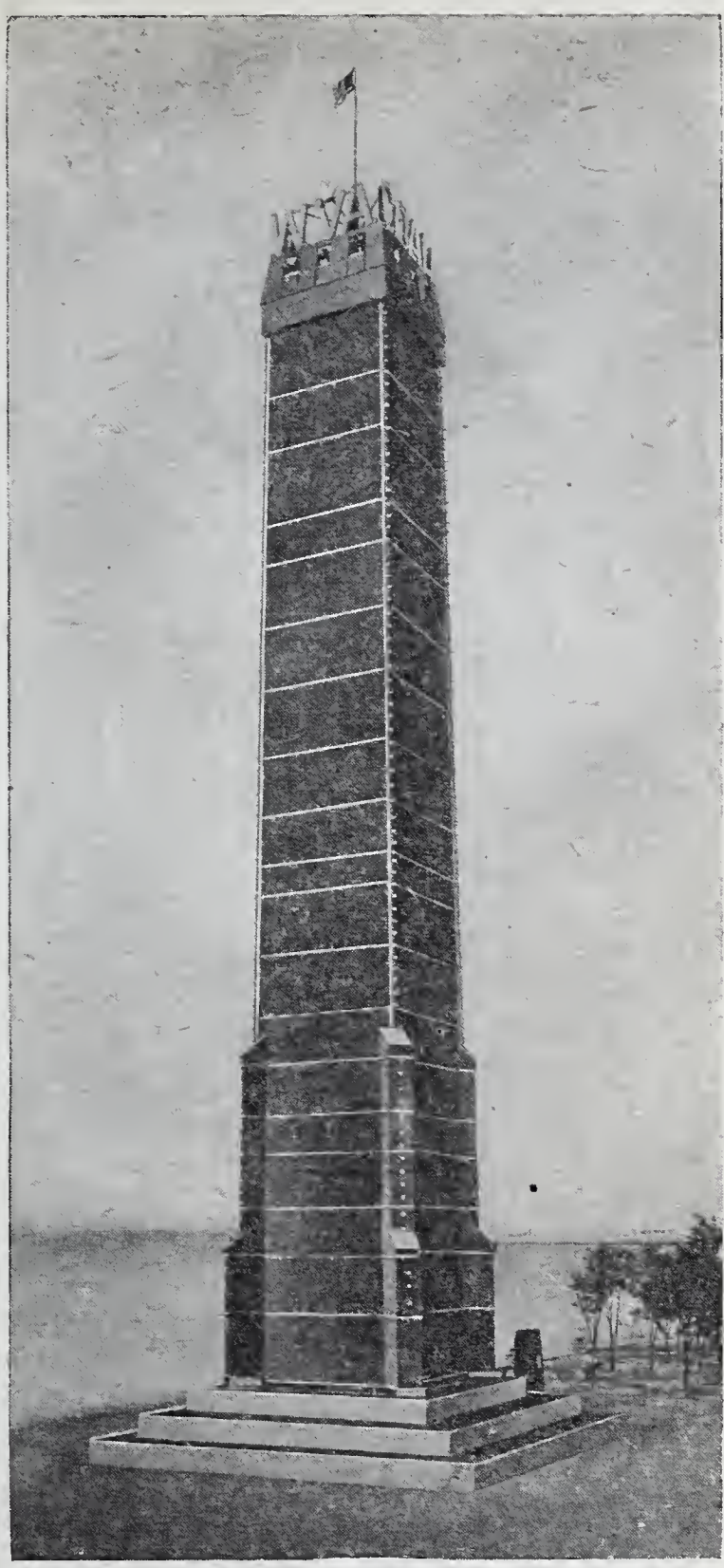
undred and three acres, the value of each rm is $3,255, and the average value of nd $20 per acre. What more could a rospective farmer wish to know?

This state is already twenty-eighth in opulation among the states and terri-ories of the United States. It is only fifty ears old and started on its own hook ithout a state institution of any kind; s development is a worthy monument to e energy and thrift of West Virginians. he state institutions today include the

VIEW OF THE FAMOUS CHEAT RIVER

andsome State House at Charleston, which cost one and a quarter million dol-ars. There is also a Capitol Annex Build-ng and a Governor's residence worth more han a hundred and fifty thousand dollars. he splendid West Virginia University t Morgantown represents a cost of over million dollars. There are preparatory ranches of the University, at Keyser and Montgomery, State Normal Schools at Huntington, Fairmont, West Liberty, Athens, Shepherdstown and Glenville. From this one can fully understand why West Virginian teachers are in great de-nand in all parts of the country.

The State Agricultural Experiment Sta-ion in Morgantown, established in 1888, as been a potential factor in the develop-ment of the state. There is a School for he Deaf and Blind at Romney, represent-ng a quarter of a million dollars' invest-ment. The West Virginia Colored Insti-utes at Charleston and Bluefield cover a cost of about a half million dollars more. ndustrial homes, asylums for the insane, Miners' Hospitals at Welch, McKendree



WEST VIRGINIA COAL COLUMN AT THE JAMESTOWN EXPOSITION—MADE OF WEST VIRGINIA COALS

and Fairmont and a Children's Home at Elkins, an Orphans' Home in Cabell County and a Tuberculosis Sanitarium in Preston County show the treatment given to unfortunates in West Virginia.

Although at the time of the Civil War the population was sparse, yet West Virginia in 1861 furnished thirty-six thousand soldiers for the Union and many Confederate veterans. The sturdy mountain spirit of the West Virginians of those days is now incarnated in its development of peaceful prosperity. It has the sturdy valor and courage associated with the Swiss and other mountain countries.

HON. HENRY D. HATFIELD

Governor of West Virginia, an executive whose business sense and rare tact have made him honored and admired far beyond the borders of his state. His diplomacy has settled some of the most serious strikes in the history of the coal-mining industry; he is in every sense of the word a man of the people

WHEN the millions of fruit trees in West Virginia are in bloom on the ıountains and in the valleys it presents a cene that would inspire anyone with ›oetic fancy. Over the twenty-six miles f narrow gauge railroad called the Twin Iountain & Potomac has been opened ne of the largest and most promising ruit areas in the world. Along this line f road from Keyser to the village of 'win Mountain in the valley some of he most extensive and comprehensive rchard plantations in the country are lready developing. Located on Twin Iountain the orchards cover about fifteen undred acres, with an undulation beween the mountains, and on a plateau f "chert" soil, which is extraordinary ı its appearance and very limited in area. t is a layer of flinty limestone known as Ieidelberg limestone, bedded in a chocoıte colored loamy soil, the result of many ears of rotting leaves and other vegeıble matter filtering through the limeone. When ploughed it is very dark, nd this soil affords a blanket protection ›r the orchard roots like dry farming in the West. This development aggregates a total of more than 88,000 trees, and every detail in the science of raising apples and preparing them for market has been carefully studied.

On one side the descent is precipitous to Patterson Creek. On the other it slopes away gradually. On the top of the mountain the temperature has been observed to be much higher during the winter days than in the valleys. This affords an "air drainage." Everybody hereabouts knows the story of apples through and through. In the valley is located a town surrounded by 7,500 acres of continuous and unexcelled orchard lands. On these plateaus the elevation of 2,500 feet affords a well-tempered climate, and the vegetation is retarded in the spring so that the danger of frost after early budding is averted. The land was cleared, a saw mill built, and the expectation of seeing these Twin Mountains covered with trees bearing fruit is soon to be realized, for next year the first fruitage of these large plantations will be marketed. About the same proportion of

VARIETY EXHIBIT OF FRUITS GROWN IN MINERAL COUNTY, WEST VIRGINIA, IN THE KEYSER DISTRICT

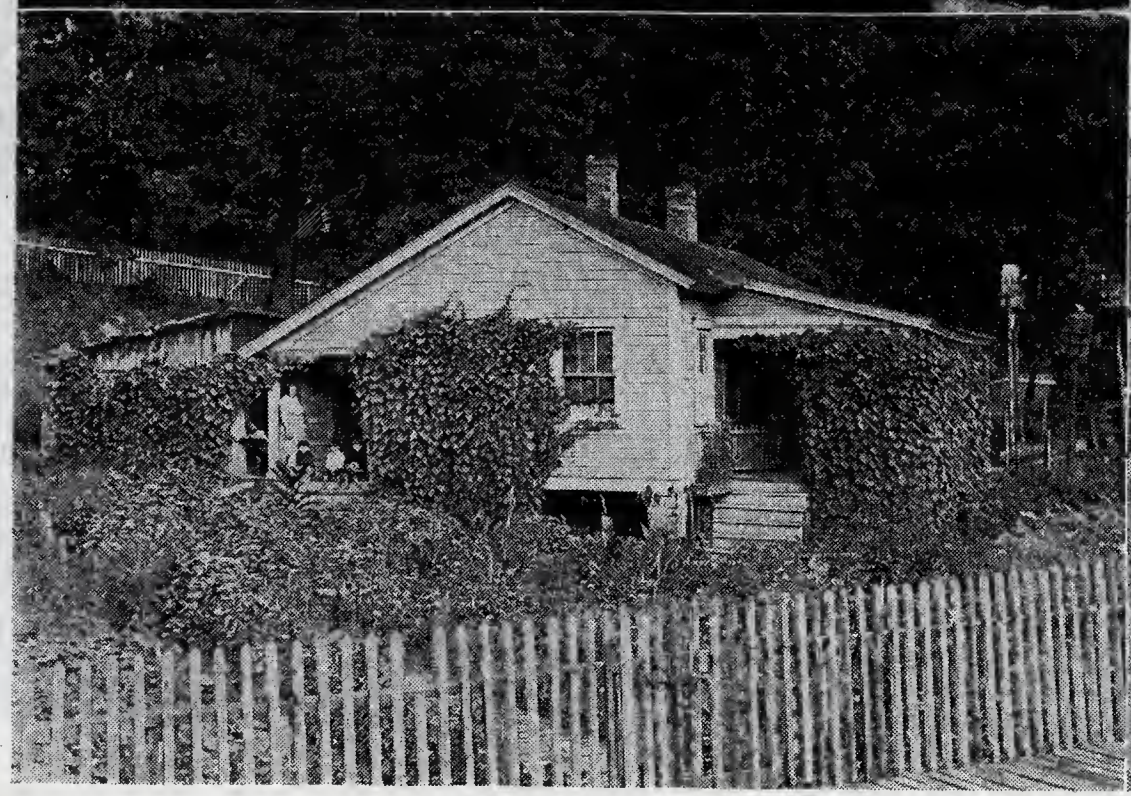
apple and peach trees are planted each year, but the peach trees of course, after five or six years, begin to bear fruit, much earlier than the apple trees. The railroad company are planning extensive orchard development and the establishment of canning factories to utilize all the fruit. Operations are planned under the management of Messrs. E. A. and W. P. Russell, both of whom are financially interested in the company and give it concentrated attention.

The pruning and care of the new trees to promote their perfect development is an interesting study, and this great mountain slope covered with trees in spring foliage and flower is a beautiful indication of what the future of West Virginia's fruit production is yet to be. The West Virginia Agricultural Experiment Station is located adjoining the Twin Mountain orchards on land donated by Mr. George T. Leatherman, who has seventeen thousand apple trees growing along the line of the Twin Mountain & Potomac Railroad. The great advantages of the fruit growers of West Virginia in being close to the great market secures them a saving of hundreds of dollars on every carload. It is not generally known that the supply of the apple, the "king of fruits," has fallen off nearly one-half in the last twenty years, owing to the desertion of the old farm orchards and the European demand for American apples, which is constantly increasing.

THE FIRST TRAIN RUN ON THE NEW TWIN MOUNTAIN AND POTOMAC RAILROAD AT KEYSER, WEST VIRGINIA, PASSING THROUGH SIX YEAR OLD APPLE ORCHARD OF 37,000 TREES ON KNOBLEY MOUNTAIN

A trip over the West Virginia fruit sections in the winter time, finding heavy snows on the west side of the mountain and balmy temperatures free from all snow on the east, convinces the traveler how carefully and scientifically the location of these great orchards was studied and planned.

The Newton Pippin from Virginia, that historic apple which was supplied to Queen Victoria all during her reign flourishes in this region. In fact



Miner's Cottage, Gary, West Virginia

View showing street in town of Wilcoe, No. 1 Plant

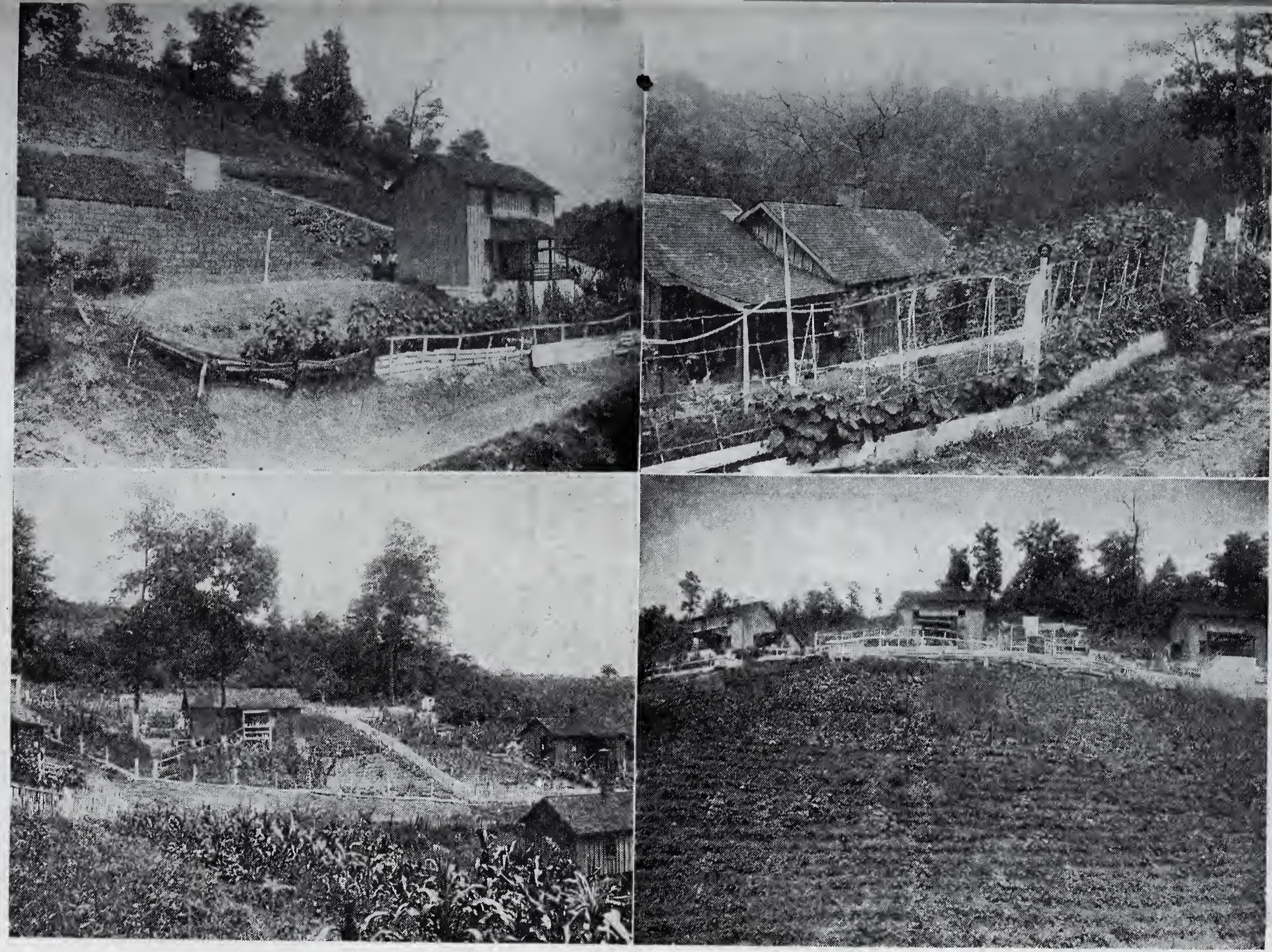
VIEWS IN A MINER'S SETTLEMENT, GARY, WEST VIRGINIA

eleven varieties of apples, including the Old York Imperial and the Delicious, make this one of the most interesting orchard sections in the country. Corn, oats and garden truck also flourish in the eastern panhandle counties of West Virginia, famous for their unique chert soil. In these orchards are also planted 16,000 peach trees. Who can picture this scene with millions of thousands of apple trees adorning the mountain sides having supplanted the rugged copses and forests of primeval days? There is a fascination in such arcadian scenes that inspires the most matter-of-fact investigator.

The orchards are protected by the State Crop Pest Commission, who have authority to destroy condemned plants and trees. The time is not far distant when West Virginia will be as noted for its apples as Oregon, Washington and other states of the Far West, for the work is not only being developed on a large scale, but the manner and method of marketing is receiving close study before the trees are actually bearing fruit. Mr. R. T. Cunningham and H. L. Heintzelman, citizens of Fairmont, have been largely interested in this orchard culture, and their faith and enthusiasm in this wonderfully beautiful work is infectious, for no one can doubt that in a few years one of the most interesting sights in West Virginia will be the blossoming fruit—the forests of the Twin Mountain district in full fruit or blossom.

AT the land show in Chicago for several years past, West Virginia has created a veritable sensation among agriculturists with her exhibit of apples from the Alleghenies. The state has forged to the front as the area of the largest development of orchards in the country. Companies have been organized operating from one hundred to one thousand acres, and in the past three years more than two million trees have been planted. The growers have been netting handsome profits from their orchards, ranging from $250 to $600

ANOTHER CHARMING FARM VIEW IN WEST VIRGINIA, SCENE ABOUT MARTINSBURG



INTENSIVE FARMING IN WEST VIRGINIA

THIS SHOWS THE THRIFT AND COMFORT OF THE MINERS IN POCHAHONTAS FIELD

per acre, and the annual crops in West Virginia in 1914 it is believed will exceed two million bushels. This enormous product comes from the famous "Apple Pie Ridge" and in chert lands on the south branch of the Potomac, and within almost a day the apples from the trees find their way into the great markets of the East. The distinctive air drainage which fortifies against killing frost and gives freedom from fungus diseases, makes orcharding in West Virginia one of the most profitable and pleasant phases of agriculture.

Three sprayings are all that are necessary in West Virginia, where four to seven times are required in the West, but the vital point in comparison is that three hundred dollars on a car of apples from the West and two weeks' time hardly compares with seventy-five dollars a car and an outside range of two days' time. Small orchards, purchased from ten dollars to fifty dollars an acre, can be developed without irrigation, and the Wind Sap and York Imperial varieties grow to perfection in all parts of the state.

In the higher altitudes Baldwins and Northern Spies are grown and have the same quality as the product of the New England States. Think of picking apples for four solid months in the year. In other words, one-third of the entire year West Virginia people are picking apples from their trees.

WITHIN the past decade the Baltimo & Ohio Railroad have done more f West Virginia, in the way of exploitin her resources through the printed pag than is sometimes realized by the residen of the state. A day does not pass that new booklet or printed matter is n distributed, calling attention to the wo derful opportunities offered in the ag cultural possibilities of West Virgini Under the administration of Mr. Dani Willard, this policy has been emphasize Year after year the opportunity for sa and profitable investment for surpl capital has been pointed out. Mo especially has the railroad been interest in the agricultural development and bringing new farmers and new citize to the state to develop the farme Farmers are needed and it is insisted th ten farmers are required for every o smoke-stack of a new industry secure The officials of the railroad have int ested themselves personally in exploiti the state, and in creating new hom Figures, marvelous as they are, iterat and reiterated, furnish no adequate co ception of the wonderful natural resour of the state. The deposits of clay, li and cement materials, together with t coal and natural gas and building sto furnish a livelihood for millions of n citizens every year.

The magnificent hydro-electric devel

ment of West Virginia is estimated at one million horse-power, and the thousand-foot dam, seventy feet high, on the Cheat River at Morgantown, tells a marvelous story of industrial development. Over a million and a half acres of virgin forest are still standing in West Virginia, and for many years these forests have been one of the principal resources of wealth in the state. Nearly a hundred band saw mills and a thousand portable saw mills are operating in the state, to a total capacity of a million and a half feet. One curious mathematician has figured it out that enough lumber is produced in the state every year to build a board walk, two hundred feet wide, around the twelve hundred miles of the state's boundary line.

An army of nearly as many men as were in a standing army of the United States some years ago, earning over sixteen millions a year, are employed in the lumber industry alone. The decade between nineteen hundred and nineteen ten is a brilliant history of state development. In this brief period railroad mileage within the state has expanded more than a thousand miles. Coal mines have trebled their production, and the deposits in the banks have increased at the same ratio.

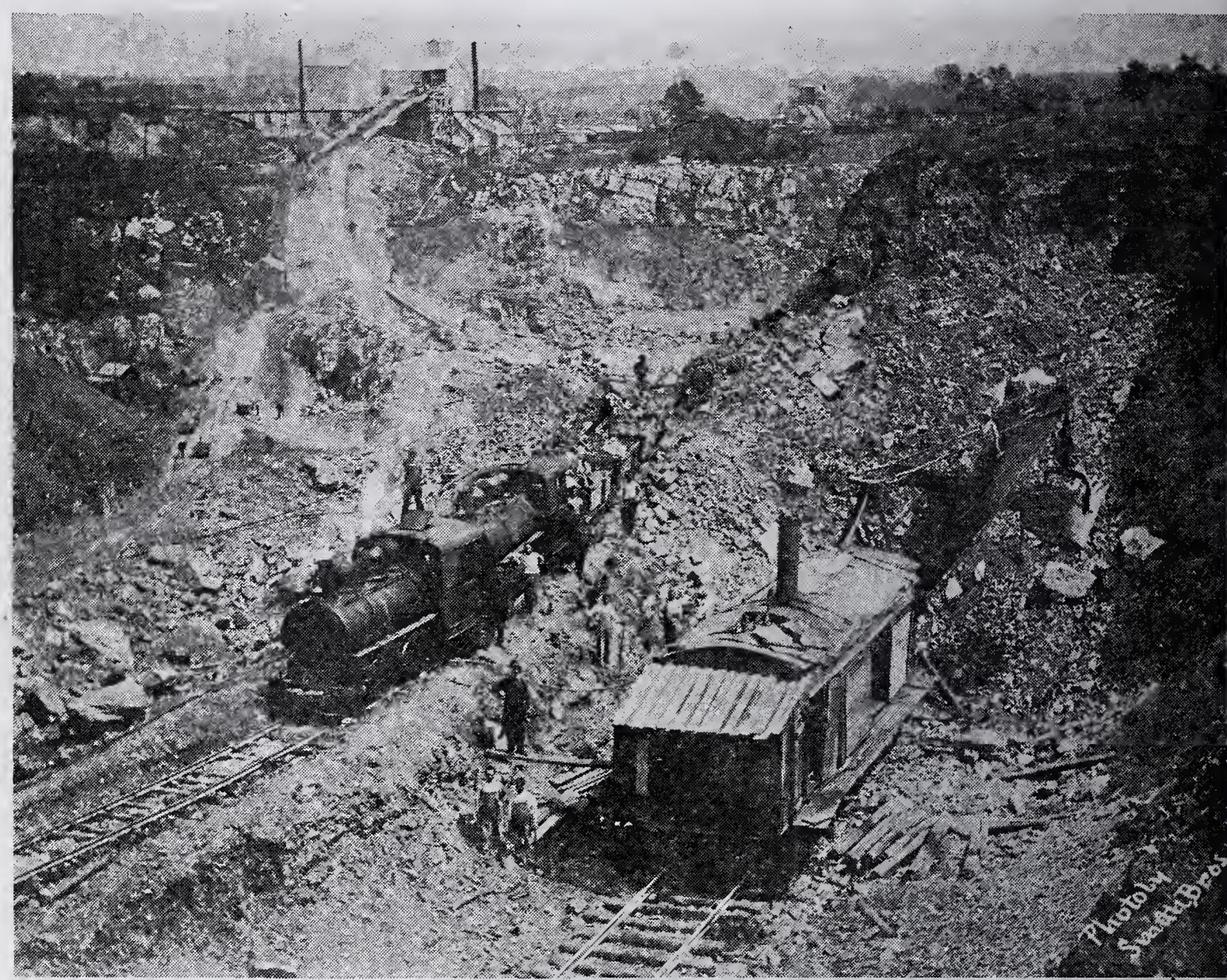
There is always a fascination in the superlative and when you say "largest pottery," "largest glass factory," "largest drug and extract establishment," "largest stogie manufacturing department," "largest independent tin mill in the world" and "largest axe factory in the world," this is a resounding list of superlatives, not only in quantity but in quality, that tells a story which no rhetoric could adequately portray. Through the mountains of West Virginia, over the railroads of the state, surges a ceaseless stream of traffic. East and west and along these arteries of traffic are located many thriving industrial centers, and the record of the thirteenth census showing the percentage of increase is but another indication of thrift and development. To show the broad spirit of the railroads, we find in their folders mention of competing lines and of resorts and towns on other lines, and even a most appreciative and comprehensive description of water transportation, covering over seven hundred miles in West Virginia. The railroads in the state—the Baltimore & Ohio, Chesapeake & Ohio, Norfolk & Western, Wabash, Virginia, Coal & Coke, Western Maryland, Kanawha & Michigan—all operate through trains, to say nothing of the service furnished by twenty local lines which tap the great Trunk Line System.

Farmers in West Virginia are specializing, and live stock in the mountaineer state has reached a valuation of nearly fifty millions in the present year. The rich, blue-grass sod and streams of water

COMFORTABLE HOUSES OF MINERS AT LANDGRAFF, WEST VIRGINIA

make pastures that have given West Virginia a distinction as one of the largest grazing states in the East. The mild winters, affording pasturage for nine months of the year, make live-stock raising especially profitable, and the finest of export beef is shipped direct to foreign markets without feeding any grain whatever. With the live stock has come the development of large dairy interests which, with the tremendous increase of population, has proven very profitable. Butter and eggs and poultry, produced so close to the large markets of the East, necessarily command a greater profit for the farmers than in states more isolated and further from the large consuming market.

Coincident with farm development has been the market gardening. Under the direction of the West Virginia Agricultural Experiment Station, statistics have been gathered showing that nearly forty million dollars' worth of products, from the gardens raised in West Virginia, have been imported into the state to meet the demands of the large industrial centers. Of this amount, more than six millions were made up of fresh and canned vegetables. One of the smallest counties in the state has now twenty-two tomato canneries, where over two hundred carloads of tomatoes are canned every year. Tomatoes have been found to be a splendid crop to raise while the young orchard is maturing. Tobacco has long been a regular crop in West Virginia and is now being more intensively developed than ever before.



THIS IS NOT PANAMA BUT A GLIMPSE OF STEAM SHOVELS AT WORK IN WEST VIRGINIA LIME QUARRIES

The welfare of all the people of the state is well understood by the railroads in their aggressive work to bring from other sections of the country the settlers who have been following the tides of emigration to the West. The ebb of this tide is now apparent in the hundreds of people coming on from the West to make their homes in

West Virginia, believing that opportunity closer to older settled sections and on cheaper lands is greater than that which, in years past, has lured the stream of emigration to the West.

MILLIONS of dollars are expended every year by Americans in going abroad to "take the cure" or "kur," as it is called in Germany when applied to mineral water. After visiting Carlsbad, Vichy, Aix-la-Bain, Leamington Spa, Bath, England, and many other famous European resorts, I was amazed to find in West Virginia at White Sulphur Springs a real European cure offered—without going to Europe. For years White Sulphur Springs has been one of the most popular of American mineral resorts. Its early history is associated with Indian legendry, and authentic records have been preserved showing that "kur" treatment was begun here as early as 1778. For more than a century this popular health resort, reached for many years by coach and four over the mountains, and later by the C. & O. Railroad, has maintained its reputation and has been endorsed by the highest medical authorities. Although located on the border of the two Virginias at the summit of the Alleghenies and at an altitude of two thousand feet, yet the springs are as accessible and convenient as any industrial center. What a delight it was to find upon arrival one beautiful autumn day that the Old White Sulphur Springs were still pouring out from the side of the mountain clear and tasteful water at a temperature of sixty degrees. Besides the water of the Sulphur Springs there is also that of the Alum Spring, of a widely different nature.

The radio-activity of White Sulphur Springs water is regarded as superior to that of many famous European springs. Radium treatment is given in all of its forms, and the new bath establishment is as complete and luxurious as any of its kind in Europe. There are tanks ingeniously arranged so that exact quantities of carbonic acid gas can be furnished in a bath, as at Nauheim. It would seem as if every kind of Bath was possible at White Sulphur Springs, reaching back to the time of Caracalla in ancient Rome, with a suggestion of Turkish, Russian and modern electric baths of every known description. There are swimming pools and gymnasiums, Zander apparatus, emanatorium and inhalatoriums used especially for catarrhal troubles, with walks, drives, bridle paths, golf and tennis grounds—in fact nothing could be wished for that is not provided at White Sulphur Springs. The handsome new hotel called the Green Brier is managed by Mr. Fred Sterry, a leading American hotel manager, who for many years was in charge of the Poinciana Hotel at Palm Beach, and he is also manager of the Hotel Plaza in New York and of the Copley Square Hotel in Boston. The Green Brier Hotel is done in Georgian architecture, and is a triumph of modern hotel building; in contrast to it is "The White," with spacious, colonial columns, recalling antebellum days and old-fashioned Virginian hospitality.

The world-wide and traditional fame of White Sulphur Springs does not dim the fame of other springs located in West Virginia. There are the famous Berkeley Springs in Morgan County, the Red Sulphur Springs in Mercer County, the Salt Sulphur Springs and Old Sweet Sulphur Springs in Monroe County, Capon Springs in Hampshire County, Webster Springs in Webster County, and the Shannondale Springs in Jefferson County. In perusing a description of these springs, old Nick himself would be delighted to know that there was such an ample supply of sulphur left on earth. Almost every known kind of spring water beneficial to the human system has been found in West Virginia, though they are not all Sulphur Springs. Many enthusiastic West Virginians predict in a vision of the future of the state that West Virginia will become the Switzerland of the Alleghenies, and afford a rest and recreation retreat unexcelled and easy of access. Side by side, pleasure resorts and agricultural development proceed hand in hand.

The Virility of West Virginia's Men

by Stuart F. Reed
Secretary of State, West Virginia

YOU have asked me to bring you a message from the old home state—the state that holds and nourishes your alma mater.

In traveling about the country a few years ago I found that strangers had rather vague ideas about West Virginia. Classed as a mining state, we were accredited with an atmosphere that was not conducive to the highest moral, intellectual and social development. This was not pleasing to me, and that I might be able better to defend the reputation of my state and her citizens against such imputations, I have found delight in delving into the history of a people who rose up in the midst of secession and turmoil and proclaimed themselves advocates of freedom. Their defiant call for statehood reached the ears of the immortal Lincoln, and West Virginia, the "war-born state," the last and brightest gem that was plucked from Virginia's crown, was given a new setting in the "royal diadem of Columbia."

Much is being said and written about West Virginia today, and she is rapidly gaining a prominent place in the galaxy of States. It seems to be generally understood that our state is great because of her untold mineral resources. But, my friends, it takes more than these to make a great state. It requires an army of thinkers. It takes the wealth of character and the riches of intellect as well as the opulence of soil.

SOMEONE has said that an essential element of greatness is patriotism. If this be true, let it be not forgotten that upon the soil of West Virginia was struck the earliest blow for freedom. She gave the first* soldier of the Union to offer a libation of his life blood upon the altar of his country. The first battle of the Civil War and the first and the last of the Revolution* were fought within her borders, and soldiers from her territory were upon almost every battlefield of liberty. It is a well-authenticated story that when Washington was asked what would have been the consequences had the Patriots failed at Yorktown, he replied that with but a banner left and the means to reach West Augusta he would have "rallied around him the men who would lift their bleeding country from the dust and set her free."

A West Virginian took the native ore from our mountains and made the cannon balls with which Commodore Perry smashed the British fleet on Lake Erie, and in that same battle Captain Elliott, a former Wheeling boy, commanded the *Niagara*, to which Perry transferred his flag when his own vessel, the *Lawrence*, was wrecked and at the mercy of the waves. Captain Chadwick, a Morgantown boy, commanded the flagship *New York*, when the Spanish fleet went down at Santiago. It was a West Virginian (Commander Jessop) in command of an American war vessel, cruising in Chinese waters, during the late conflict between Russia and Japan, who stood sentinel at his guns, under the flag of the Union and compelled the belligerents to respect the law of nations and the rights of neutrals.

AGAIN, it has been held that a great people must be propagandists, diffusing the blessings of Christianity and the light of knowledge. Let the roll of West Virginians be called. A minister from Pocahontas county preached the first Protestant sermon beyond the Sierras, and the Rev Andrew Monroe, who went from Hamp-

* Bailey Brown was first soldier of Civil War killed by a Confederate picket at Fetterman, West Virginia.

* First battle of Revolution, Point Pleasant, Oct 10, 1774. Last battle of Revoluition, Wheeling, Sept 11, 1782. First regular battle of Civil War, Philippi June 3, 1861.

EDITOR'S NOTE—This notable sketch is the digest of an address made by Mr. Reed at a banquet in Pittsburgh. It attracted wide comment and is considered one of the most forceful addresses ever given on the men of West Virginia.

re county, is called the "Father of ethodism beyond the Mississippi." exander Campbell, who established thany College, was the leader of a ccessful religious reformation and the nder of the Christian church. Mary cFarland went from Brooke county and ablished the Missions of ice-bound aska. We gave the Methodist Episcopal urch four* of her most brilliant bishops, d the late Dr. John W. Carter, a West rginia Baptist, was often called the urgeon of America. Dr. John Mitchell, ose name is familiar to the medical ternity of two continents, lived in fferson county.

A West Virginia scholar (Mr. Thomas ullady of Hampshire County) was seted as tutor for a crown prince of Italy, d Dr. Humphreys, from Greenbrier unty, is considered one of the world's ost eminent philologists. Maxon Somrville, formerly of Clarksburg, who died Paris a few years ago, was reputed to have en one of the world's greatest archæolosts. Joseph Ray, the Ohio county matheatician and author of Ray's Arithmetics, s been "ciphered" into the lasting affecns of half of the states of the Union. Dr. C. White, of Morgantown, is today rerded as one of the most eminent scientists America; and among the first citizens of e Republic stands our own renowned ldier, statesman and jurist, Nathan Goff. . Frank Carpenter, America's leading nealogist and a noted Denver mineralost, was reared in Harrison county. Ida L. eed, a Barbour county girl, is the author "Christmas Bells," a song that has oated on the air from Maine to Calirnia. Professor Dolbear, in his room at ethany, first worked out the principle which the telephone was afterward ade practical by Alexander Graham ell, and it is said that Dr. Nicklin, of yler County, gave to Professor Morse most valuable suggestion and discovery connection with the perfecting of the agnetic telegraph.

James Rumsey, of Morgan County, nstructed the first boat in the world be propelled by steam, and Washington witnessed its trial trip on a West Virginia river ten years before Fulton's boat was built. Graham Hamrick, of Barbour County, discovered a method of embalming which seems a near approach to the lost method of the Egyptians. It won for him an honorary membership in the Inventory's Academy of France, and a gold medal from Paris. Frank Holme, founder of the Chicago School of Illustration and an artist and cartoonist of worldwide fame, was once the printer's "devil" of the Keyser Echo, in Mineral County.

THERE are others who tell us that to be classed as a great state, we must "break records," and that is the very thing our state has been doing for several years. At the Paris Exposition, West Virignia, in competition with the nations of the earth, was given the highest award on wool grown by a Brooke County farmer. We hold first place in America in the production of petroleum; first in the production of natural gas, and first in the supply of hardwoods. The largest zinc reduction plant in the world is located at Clarksburg.

The first electric railroad in the world, equipped in a real engineering spirit, as a commercial enterprise, was constructed on West Virginia soil by home capital, and operated between Huntington and Guyandotte. The largest axe factory in the world is located at our state capital. The axe is a tool about which clings the romance of development. It was the chief implement used by our forefathers in conquering the wilderness and constructing their first habitations, and it is one of the pleasing anomalies of our history that we are today making over one-half of the axes used by the world.

A three-year-old colt owned by General Watts of Charleston has broken all the trotting records of the world, giving him a standing without precedent in the history of the turf and putting him above every other colt of his age that ever raced in harness. Recently in New York City in a competition at Madison Square Garden in which the world's most noted driving horses were entered, the highest award, the gold cup and the fluttering ribbon, went to the West Virginia span driven by Mrs. Clarence W. Watson (the wife of

* Bishops Hamilton, Anderson and Hughes were born in West Virginia, still living and active shops.

Senator Watson) and today in their cosy Fairmont stables, these horses proudly wear the badge that attests their equine aristocracy.

West Virginia has sent many famous actors to the great stage of life who cannot be mentioned in the time at my command. Our state sent Ohio four of her wisest and best governors. Alabama, Kansas, North Dakota and Maryland have each received from us an able chief executive. Beneath the creeping ivy in the old cemetery at Clarksburg sleep the first lovers married in the White House, the bride being a sister of Dolly Madison, the bridegroom the Hon. John G. Jackson, a one time gallant congressman from Harrison County.

Felix Grundy, the great jurist of Tennessee, Theodore Laidley, the artillerist of the Mexican War, John Stephenson, founder of Portland, Ore.; James Farley, the California United States Senator; Jesse Thornton, the Oregon Chief Justice; and Stonewall Jackson were all at one time West Virginia boys. Andrew Rowan, of Monroe County, who carried President McKinley's message to Garcia in Cuba, performed an act of heroism, says General Miles, "unequaled in the annals of warfare." The story of Rowan's courage was printed in nine languages and had a circulation of sixteen million copies in three years. Speaker Champ Clark was at one time the head of the State Normal School at Huntington, West Virginia. Henry Sydnor Harrison, now one of America's most noted authors, lives at Charleston, West Virginia.

The late Dudley Evans, president of Wells-Fargo's, one of the largest express companies of the world, owned his old home farm in West Virginia up to the time of his death. Under the general management of Thomas Fitzgerald, a former Fairmont boy, the great Baltimore & Ohio Railroad reached the highest point in its history as measured by its earnings and equipment for service. John Brisben Walker was unsuccessful as a West Virginia politician, but going to New York and getting control of the *Cosmopolitan*, he set a new pace for the magazine editors of the world. Henry Bigler, the explorer, who was with the party that discovered gold in California, was a Harrison County boy. Iowa is indebted to Monongalia County for her gifted United States Senator, the late Jonathan P. Dolliver, and to Wetzel County for John F. Lacey, one of her most brilliant congressmen. Booker T. Washington, the greatest leader and reformer the colored race has produced, was reared by his ex-slave mother among the West Virginia hills.

A WEST VIRGINIAN organized the Egyptian army, drilling the Khedive's soldiers on the soil over which the sphinx and the pyramids cast a halo of mystery. Pennsylvania's distinguished senator, Philander Knox, the choice of his party in his state for the Presidency, and Governor Odell of New York, who has helped to make presidents, were formerly schoolboys in West Virginia, and it would be hard to persuade us that this experience could have been omitted in their preparation for great careers. We have sent many of our bravest and best to other states and other lands, but we have yet at home an army of noble men and beautiful women—intellectually and morally the equal of any—who will guide our ship of state in the pathway of progress, honor and righteousness. How generous Pennsylvania and the other states have been with us! They have sent us splendid citizens, men of brains, brawn and wealth, upon whom it was an honor to pin the badge of West Virginia citizenship.

The story of the world's development is for the most part the history of its great river valleys and the civilizations that flourish in them. Such is true of West Virginia; these rivers have been more than flowing streams. On their surface have been mirrored the enthusiasm, the courage and the tragedy of life. Hedging in the valleys are the mountains, nature's archæological curiosity shops, which have preserved the records of human history just as fossils proclaim the evolution story of the earth.

THE early inhabitants of our state were without educational advantages and had but little time for meditation. They were an out-of-doors people, as all great peoples have been, trained for the battle of life by a strenuous conflict with nature. They wore jeans and linsey woven beneath the

ıe sky and ate johnny-cake, sweet flav-ed by the hickory embers. "They did t read romance, they made it; nor etry, they lived it."

It was a land peculiarly fashioned to come the home of a great people. The st settlers found the hills covered with lendid forests and along the streams ew fragrant flowers, and many kinds of uits, nuts and berries. The soil was tile, the climate salubrious and from e mountain sides gushed hundreds of neral springs with health-giving prop-ties. Here they lived and loved, toiled d dreamed.

The years sped by until the descendants the pioneers had to meet new conditions. ıe hitherto undreamed of wealth of moun-in and valley had been discovered. Capi-l was knocking at the door and the line cleavage between the old and new was ear and distinct. The leisurely march of ents was accelerated by the force of esistible destiny.

N forty years we have added almost one million souls to our population and most eight hundred million dollars to our xable wealth. Forty years ago we had out four hundred schools in the state; day we have eight thousand schools and ne thousand teachers, to whom are paid nually five million dollars.

The world's greatest coal field is the ppalachian, and the heart of this area is est Virginia. Great Britain, Germany nd France combined have fourteen thou-nd square miles of coal. West Virginia as three times as much. Were it possible capitalize the coal values of West irginia at ten cents a ton, it would repre-nt a wealth of ten thousand millions of ollars, or three times as much as the gold nd silver coin of all the world, a sum vast ough to pay the national debts of Eng-nd, France and the United States.

As I have already said, we are regarded s a mining state, and people are enthu-astic about the fifty-five millions tons f coal we are producing annually, but let ıe tell you something else. We have rought under cultivation one hundred thousand farms which produced values last year aggregating over $70,000,000. West Virginia has over five million acres of agricultural and fruit lands not yet utilized, and it is reasonable to expect that within a few years, following improved methods, our agricultural and fruit products will be over $300,000,000 annually.

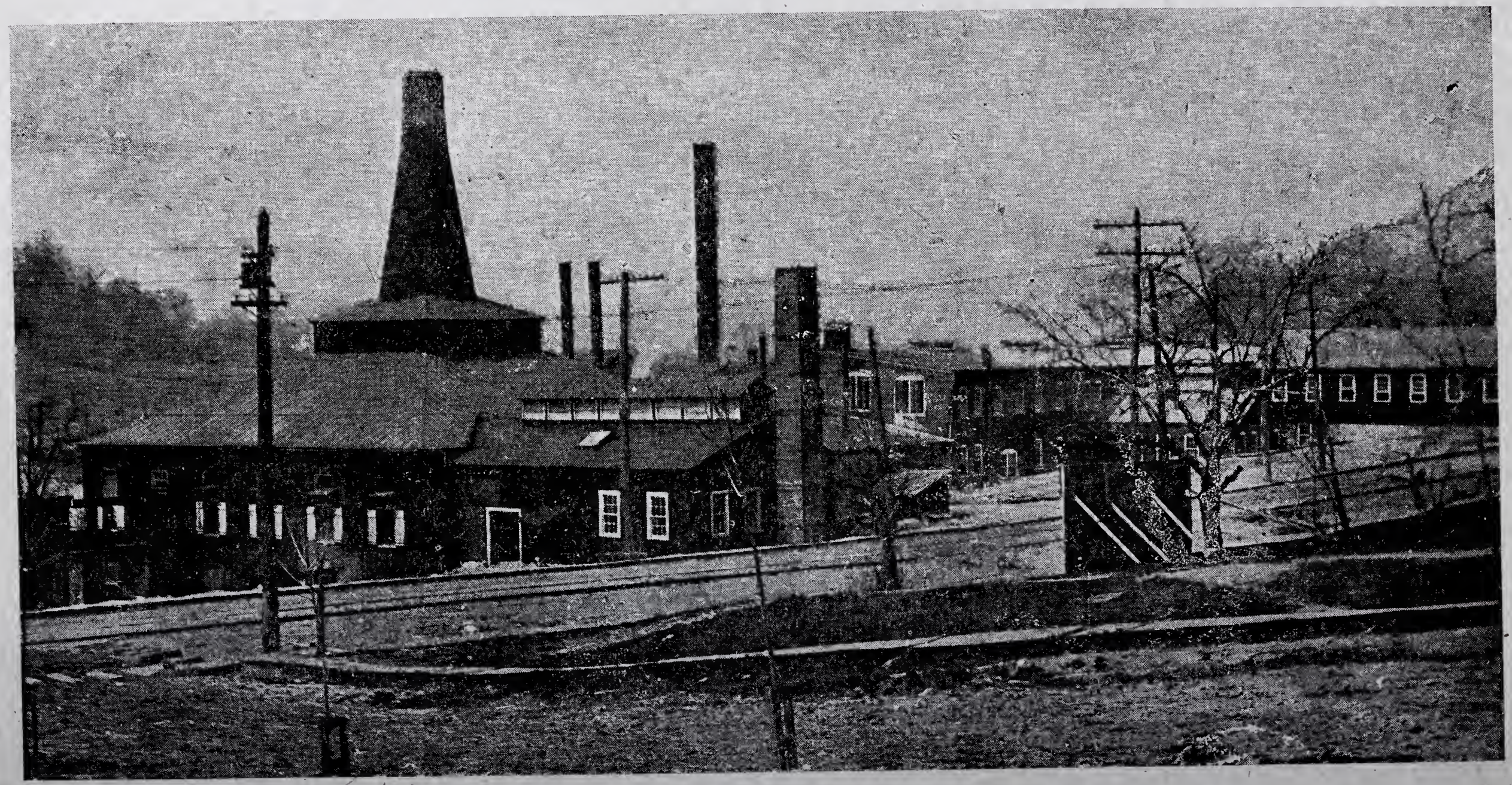
The distinguished congressman from my district once boasted that if West Virginia were to be set as an island in the midst of an impassable sea, its inhabitants would never want for houses, food, clothing, fuel or education. That statement was not overdrawn. Sir, it would indeed be a land splendid in its exclusiveness, in which poetry, music, literature, philosophy, science and Christianity would be perpetuated in institutions and temples wherein "the scholar would trim his lamps and contemplation would prune her wings," and though unheard should be the drum traps of other marching civilizations, we would still hold our place in the triumphal procession of the quickening ages.

IN natural resources, West Virginia is equaled by few states and surpassed by none. No other state so epitomizes the prodigious energy and mighty potentialities of this wonderful age.

Our situation is ideal. With the great state of Pennsylvania on the north, Ohio on the west, Virginia, our mother state, on the south, and the orchards and gardens of the Shenandoah almost under the shadow of the dome of the Capitol at Washington, we modestly but unhesitatingly lay claim to the most cosmopolitan location in America.

Great natural wealth and expanding commerce may inspire us with exalted ideas of our importance, and set the imagery of our brains to erecting phantom pedestals upon which our vanity may pose, but these things never made a state.

"What constitutes a State?
Not cities proud with spires and turrets crowned * *
No! Men, high-minded men—
Men who their duties know—
Who know their rights,
And knowing, dare maintain."



ONE OF THE FAMILIAR INDUSTRIES IN WEST VIRGINIA CITIES

The West Virginia Board of Trade

by Roy Benton Naylor, *Secretary*

SOMEWHERE, the Good Book says that the letter killeth, but the Spirit giveth life. It is as true today as it was two thousand years ago, not only as to individuals, but with respect to institutions. It is exemplified here in West Virginia by the State Board of Trade. Inspired by pride in great traditions, magnificent resources and manifest destiny, and impressed with the value of co-operation in making these things count for the advancement of the state and the welfare of all the people, a group of broad-minded and public-spirited men met in Wheeling on the state's forty-second birthday, June 20th, 1905, and launched the organization. The spirit of unselfish and patriotic service animated the meeting and has ever since been the dominant factor in its successful career. It has permeated all its activities and proceedings and has extended its benign influence to every part of the state. The Board has become a forum for the discussion of West Virginia's welfare and there is scarcely a question of importance in the state's development that has not had the benefit of its consideration, unclouded by selfish interest or political prejudice.

State advertising has always claimed its attention and beside large distribution of information by the usual methods, it financed a splendid exhibit at the Chicago Land Show last year. The good roads cause has also been immensely advanced by its work and through its efforts effective modern measures have superseded outworn antiquated laws. Much progressive legislation has been secured and it has been largely responsible for writing into the statute books a Bulk Sales law, a Public Service Commission measure, and Workmen's Compensation and Water Power Conservation acts. For several sessions a legislative bulletin has been issued to keep the business public informed of business measures. The organization of local commercial bodies has been encouraged and their number and influence have been greatly enlarged by the state body. The State Semi-Centennial celebration was heartily endorsed and an able committee of the Board co-operated with the State Commission on behalf of the great event at Wheeling last June. The Board has recently seriously discussed the tremendous question of conciliation between capital and labor and last month, at its convention, took a stand in favor of the adoption in West Virginia of legislation along the lines of the Canadian Industrial Disputes Act, which has proven the most successful law for the promotion of industrial peace of any in the world. If the Board can do it—and its past success augurs well—West Virginia will lead all other states in the adoption of methods which make for harmony between employer and employee and which protect the rights of both and the general public.

These are some of the larger activities of the West Virginia Board of Trade, but one of its chief services is in promoting harmony among the business interests of the state, inculcating state pride and a sense of solidarity and once a year bringing together, in annual meetings, leaders in thought and action for the discussion of our problems.

Naturally an organization of this character must have the support of good citizens in every section of the state and this it has enjoyed from the first. To mention a few, West Virginia's Grand Old Man, former United States Senator Henry G. Davis, has been an active worker in the organization since its first meeting and has attended nearly every convention; Dr. I. C. White, eminent State Geologist, who is known in the scientific circles of St. Petersburg and Rio Janeiro as well as Washington and New York; W. C. McConaughey of Parkersburg, for years the president and guiding spirit of the West Virginia Wholesale Grocers Association; Hon. Howard Sutherland of Elkins, large

operator in coal and timber lands and Congressman-at-Large; Judge George C. Sturgiss of Morgantown, the Board's first president and one of the builders of Morgantown; John J. Cornwell of Romney, the active and energetic developer of the great South Branch Valley; former Congressman Wm. P. Hubbard of Wheeling, one of the State's most eminent lawyers; Judge C. W. Campbell of Huntington, able and public-spirited lawyer; former Governor A. B. Fleming of Fairmont, counsel for the world's largest bituminous coal corporation—the Consolidation Coal Company; W. B. Irvine of Wheeling, former president of the West Virginia Bankers' Association and active head of the state's oldest bank; J. W. Dawson of Charleston, leading coal operator in the Kanawha field; Col. D. E. Abbott, large manufacturer and president of the Huntington Chamber of Commerce; Dr. E. D. Sanderson, Dean of State College of Agriculture; John S. Darst, an efficient public official, now serving his second term; Commissioner of Agriculture Howard E. Williams; Dr. C. A. Wingerter of Wheeling, one of the state's leading physicians; and former Senator G. A. Northcott of Huntington, one of West Virginia's largest retail merchants. Many of these have served as president, beginning with Judge Sturgiss and coming down to the present incumbent, ex-Governor A. B. White, who is now head of a large banking house in Parkersburg.

There never has been any partisa politics in the Board, meetings have bee held in every section and officers chose from different parts, so that the organiza tion has avoided the pitfalls of partisan ship and sectionalism. The leaders in th Board are men of substance and standing who give freely of their time and counse for the public good. The annual meetin has been held in all the larger cities wher a warm welcome has always been accorded and next year it comes back to Wheeling the organization city, after ten years ou in the state.

From this brief outline of the Wes Virginia Board of Trade may be gathere some idea of its aims and purposes, an above all of the broad spirit which ha guided it. Not only have commerce an manufacture been its field, but it ha taken heed to the interests of labor an agriculture and, indeed, the welfare of th whole people. That this is wise, all me who pause to think must know, for in th last analysis, all questions are busines questions and their righteous solution is th one which pays the biggest dividends i this world and the next.

In conclusion, I may be pardoned fo adding as a matter of accurate history that I conceived the idea of a state organi zation and called the historic meeting a Wheeling, June 20th, 1905. From the first I have been honored with the secretaryship Therefore, of the things here recorded, may say, all I saw and a part I was.

DECEMBER

A SINGLE blackbird on the birch-tree near,
'Mid solitary fields, frost-torn and dead,
Snow-laden heavens bending overhead,
Utters anon his happy note of cheer,
A *pax vobiscum* to the passing year.
What matters it that Summer time be fled,
And Widowed Earth to crabbed Winter wed?
God rules the world, and he has naught to fear.
Thanks for thy message, banisher of woe,
Blithe on the bourne of Winter's bleak estate;
Now, faithless soul, take grace from this to know,
In every heart, however desolate,
Some sweet hope dwells, though bitter tempests blow,
And love sings on amid the sternest fate.

—*Robert Clarkson Tongue.*